

# Consultation Report

## Volume 1 – Main Text

### A160/A180 Port of Immingham Improvement

<b>Planning Act 2008</b>	
<b>Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009</b>	
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## Contents

<b>0</b>	<b>Executive Summary</b> .....	<b>1</b>
<b>1</b>	<b>Introduction</b> .....	<b>4</b>
1.1	Introduction.....	4
1.2	Background to the Project .....	4
1.3	Purpose and Structure of the Consultation Report .....	5
<b>2</b>	<b>Approach to Consultation</b> .....	<b>7</b>
2.1	Introduction.....	7
2.2	Design Proposals Consultation – Who was consulted?.....	7
2.3	Design Proposals Consultation – What details were consulted on? .....	8
2.4	Design Proposals Consultation – Approach taken.....	13
2.5	Land Requirements Consultation.....	18
2.6	Ongoing Engagement with Statutory and Non-Statutory Stakeholders .....	20
<b>3</b>	<b>Design Proposals Consultation – Comments and Responses</b> .....	<b>22</b>
3.1	Overview.....	22
3.2	Specific feedback.....	24
3.3	Area 1: Brocklesby interchange .....	25
3.4	Area 2: Habrough Road roundabout.....	30
3.5	Area 3: Town Street road bridge.....	36
3.6	Area 4: Manby Road roundabout and Rosper Road.....	42
3.7	Other Comments and Responses.....	46
<b>4</b>	<b>Land Requirements Consultation</b> .....	<b>54</b>
4.1	Overview.....	54
<b>5</b>	<b>Conclusions</b> .....	<b>58</b>
5.1	Summary of Key Issues and Outcomes.....	58
5.2	Next Steps .....	60

## Appendices (included within Consultation Report, Volume 2)

<b>Appendix A</b>	Statement of Community Consultation
<b>Appendix B</b>	Design Proposals Consultation – Consultation Materials
<b>Appendix C</b>	Public Consultation (2009) and Preferred Route Announcement (2010)
<b>Appendix D</b>	Design Proposals Consultation – List of Consultees
<b>Appendix E</b>	Design Proposals Consultation – Statistical Analysis
<b>Appendix F</b>	Design Proposals Consultation – Comments and Responses
<b>Appendix G</b>	Land Requirements Consultation – List of Consultees
<b>Appendix H</b>	Land Requirements Consultation – Consultation Materials
<b>Appendix I</b>	Land Requirements Consultation – Comments and Responses

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## 0 Executive Summary

- 0.1.1 The Highways Agency is proposing to provide better access to the Port of Immingham (the Port) and the surrounding area by improving the A160 between the junction with the A180 at Brocklesby interchange and the Port (the Project).
- 0.1.2 The Project involves upgrading the existing single carriageway section of the A160 to dual carriageway, as well as several junction improvements. Improvements to this 5km strategic link road will help to stimulate growth and economic benefits in the area. The objectives of the Project are to reduce traffic congestion, improve journey time reliability and improve safety for road users and the local community. It also seeks to meet the needs of future traffic growth resulting from existing and future developments.
- 0.1.3 In accordance with the Planning Act 2008 (the Act), the Highways Agency (the Applicant) undertook pre-application consultation on its proposals for the Project.
- 0.1.4 This consultation report provides a summary of the comments received from consultation and outlines how these have influenced the Highways Agency's development of the Project proposals.

### Consultation Approach

- 0.1.5 As prescribed by the Act, consultation strands included:
- Section 42: Prescribed Consultees
  - Section 42: Local Authorities
  - Section 42: Land Interests
  - Section 47: Local Community
  - Section 48: Publicity
- 0.1.6 In accordance with Section 47 of the Act, a Statement of Community Consultation (SOCC) was prepared in consultation and discussion with North Lincolnshire Council (NLC) and North East Lincolnshire Council (NELC). Consultation with the local community was then carried out in accordance with the proposals set out in the SOCC.
- 0.1.7 Consultation under Sections 42 and 48 were held in parallel with the local community consultation.
- 0.1.8 Consultation was held from 8 April to 20 May 2013 to understand and consider views and comments on the Project proposals, in particular the design proposals for the Project (the Design Proposals Consultation).
- 0.1.9 Following on from the comments received during the Design Proposals Consultation, a further stage of consultation was held from 14 October to 12 November 2013 (the Land Requirements Consultation), focusing in particular on the permanent and temporary land required for the Project.

0.1.10 The comments received from both rounds of consultation have been used to shape the proposals included within the Development Consent Order (DCO) application for the Project.

### Consultation Outcomes

0.1.11 Overall, comments received from the Design Proposals Consultation were positive towards the Project. This is reflected in the comments raised against the questionnaire question: “*Do you broadly agree with the proposal?*” Of the 219 questionnaire respondents, 90% agreed with the proposal.

0.1.12 Predominant issues arising from the Design Proposals Consultation included:

- Access for non-motorised users (in particular cyclists and equestrians)
- Traffic flow (such as traffic increases, congestion and associated impacts)
- Impacts on neighbouring villages (including noise, dust, and traffic)
- Environmental consideration (including landscaping)
- Improved safety compared to the existing situation was highlighted as an important potential benefit of the Project

0.1.13 The Land Requirements Consultation also highlighted a number of more detailed issues, including:

- Land access
- Ownership & maintenance
- Detailed design considerations (such as fencing and landscaping).

0.1.14 These concerns have been considered and have influenced the proposals for the Project. Sections 3 and 4 of this report outline how account has been taken of comments received. More detail of comments received for both stages of consultation, together with the Highways Agency’s responses, is provided in Appendix F (Design Proposals Consultation) and Appendix I (Land Requirements Consultation).

0.1.15 Where comments relate to detailed design issues these will continue to be considered as appropriate during the ongoing development of the Project, prior to potential construction.

### Main changes to the Project following consultation

0.1.16 The Highways Agency considered all comments received carefully. From the comments received, a number of changes have been made to the Project proposals. The main changes are summarised below:

- Existing lay-by to be closed on the A180 westbound approach to Brocklesby interchange for safety reasons.
- Existing lay-by to be closed on the A160 southbound approach to Brocklesby interchange for safety reasons.
- Improved facilities for pedestrians and cyclists between the Ulceby Truck Stop and South Killingholme.
- Relocation of existing access to Poplar Farm further west to a safer distance from the new Habrough Road roundabout.
- Introduction of a new shared use access track running from Habrough Road along the southern side of the improved A160 to replace access to land currently gained directly from the existing A160.
- Provision of a signalised Toucan crossing of the A160 dual carriageway with connecting links to Top Road and Habrough Road for cyclists and pedestrians.
- Small retaining wall introduced to avoid taking land from private business / residence to the south of the A160 and to minimise loss of existing landscape planting which currently screens the views of the road.
- Provision of access steps to allow more direct use of Town Street bridge by able bodied pedestrians to link into a continuous footway to be provided on the western side of the new Town Street overpass.
- Existing lay-by to be retained on A160 eastbound between Town Street and Eastfield Road junctions.
- Higher parapets are to be introduced for horse-riders to improve safety and avoid the need to dismount on the Town Street road bridge.
- Town Street to be improved south of A160, including improvements to Humber Road and Woods Lane junctions.
- The existing central reserve gap between Eastfield Road junction and Manby Road roundabout is to be re-configured to allow right-turns from A160 westbound into the northern part of the Humber Oil Refinery.
- Provision of a 3m surfaced footway alongside the new link road between Manby Road roundabout and Rosper Road. This would allow potential conversion to a cycleway by NLC in future.

## **1 Introduction**

### **1.1 Introduction**

- 1.1.1 The Highways Agency is proposing to provide better access to the Port of Immingham (the Port) and the surrounding area by improving the A160 between the junction with the A180 at Brocklesby interchange and the Port (the Project).
- 1.1.2 The Project involves upgrading the existing single carriageway section of the A160 to dual carriageway, as well as several junction improvements. Improvements to this 5km strategic link road will help to stimulate growth and economic benefits in the area. The objectives of the Project are to reduce traffic congestion, improve journey time reliability and improve safety for road users and the local community. It also seeks to meet the needs of future traffic growth resulting from existing and future developments.
- 1.1.3 The A160 is a strategic route to the Port. The Port is located on the South Humber Bank which also contains approximately a quarter of the UK's oil refining capacity and is the largest area of undeveloped land fronting a deep water estuary in the UK<sup>1</sup>. The A160 currently suffers congestion in the morning and afternoon peak hours which is often further exacerbated by the unloading of freight ferries from the Port. Further information on the economic case for the Project is contained in the Economic Assessment Report (document reference: TR010007/APP/23.7) and the Traffic Forecasting Report (document reference: TR010007/APP/23.6).
- 1.1.4 The proposed road improvements are classed as a nationally significant infrastructure project under the Planning Act 2008 (the Act). As such the Highways Agency is required to make an application for a Development Consent Order (DCO) to construct the Project. In compliance with the Act, the Highways Agency undertook consultation on the proposals for the Project. This consultation report provides a summary of consultation comments received and outlines how these have influenced the Project.

### **1.2 Background to the Project**

- 1.2.1 The development of the Project commenced in 2008 following identification of traffic constraints on the South Humber Bank, which highlighted the need for improvements to this strategic route. Eight options were considered and consulted on from June to August 2009 to seek the views of local residents, businesses and other key stakeholders. Further information on this earlier consultation period and the options considered can be found in the Project's 2009 Public Consultation Leaflet (Appendix C) and Chapter 3, Volume 1 of the Environmental Statement (document reference: TR010007/APP/14a).
- 1.2.2 Following the 2009 consultation, the preferred option was developed to take into account overall preferences and various concerns raised. Further information on the amendments made to the preferred option following the

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<sup>1</sup> Invest in North Lincolnshire (2013) <http://www.investinnorthlincolnshire.co.uk/why-north-lincolnshire/north-lincolnshire-key-developments/south-humber-gateway/>

issues raised can be found in the Project's Preferred Route Announcement Leaflet (2010) in Appendix C.

- 1.2.3 A Preferred Route Announcement was made by the Secretary of State in March 2010. Following this announcement, the Project was put on hold in the Government's spending review.
- 1.2.4 In 2012 the Project was re-commenced, being viewed as an opportunity to stimulate and unlock economic growth in the area. The Project now forms part of a pilot programme designed to accelerate the delivery of major road improvements, allowing motorists to benefit from increased road capacities in shorter timescales.
- 1.2.5 In preparing the proposals for the Project, the preferred route announced in 2010 has been further developed. Further details on the Project proposals can be found in sub-section 2.3.

### Pre-application consultation

- 1.2.6 Consultation undertaken in accordance with the Act has been completed in two stages described as follows:
  - **Design Proposals Consultation** – undertaken between April and May 2013 in order to understand views and concerns on the proposed improvements, and, where possible, to further refine the proposals to meet the needs of statutory stakeholders and the residents, businesses and road users that form the local community.
  - **Land Requirements Consultation** – Following on from the comments received during the Design Proposals Consultation a further stage of consultation was held in October and November 2013, in particular focusing on the permanent and temporary land required for the Project.

### 1.3 Purpose and Structure of the Consultation Report

- 1.3.1 This consultation report provides an account of the Highways Agency's consultation process and outcomes. This consultation report also sets out the comments from stakeholders, residents, road users and other interested parties and demonstrates how these were reflected upon in developing the Project proposals.
- 1.3.2 Section 2 of this report provides an account of the approach to statutory consultation, community consultation, publicity and informal engagement undertaken by the Highways Agency. The section then outlines the Highways Agency's approach to both the Design Proposals Consultation and Land Requirements Consultation exercises, specifying how the requirements of the Act have been met, and detailing further engagement undertaken.
- 1.3.3 Section 3 of this report provides a summary of the comments, concerns and issues raised through the Design Proposals Consultation. This section also outlines how these comments have been taken into account in developing the Project proposals. Further detail on individual comments and responses is provided in Appendix F.
- 1.3.4 Section 4 of this report provides a summary of the comments and issues raised through the Land Requirements Consultation and how these have

been taken into account. Further detail on individual comments and responses is provided in Appendix I.

- 1.3.5 Section 5 concludes with an outline of the changes made to the Project as a result of the consultation undertaken.

## 2 Approach to Consultation

### 2.1 Introduction

- 2.1.1 Consultation on the Project has been planned and completed based on the requirements of the Planning Act 2008 (the Act). The consultation report has been developed by applying guidance from the Planning Inspectorate's 'Advice Note 14: Compiling the Consultation Report' (April 2012)<sup>2</sup> and the Planning Act 2008 Guidance on the Pre-Application Process' (January 2013)<sup>3</sup>.
- 2.1.2 The following sub-sections provide details of the approaches taken to the Design Proposals Consultation and Land Requirements Consultation. A summary of ongoing engagement that has been undertaken alongside the two formal consultation periods is also provided.

### 2.2 Design Proposals Consultation – Who was consulted?

- 2.2.1 In line with the requirements in of the Act, several strands of consultation were carried out. Throughout this report, the comments from each of the strands have been separated, in so far as practicable, to assist in identifying where any specific preferences or considerations were made. The three strands of consultees are:
- **Section 42** which includes the following:
    - **Prescribed Consultees:** refers to statutory bodies as prescribed in Regulation 3 of the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009, including for example the relevant Health Board, Fire and Rescue Authorities, Environment Agency and Natural England. The full list of prescribed bodies consulted in the Design Proposals Consultation can be found in Appendix D.
    - **Local Authorities** whose land the proposed application falls within, as well as their neighbouring authorities. The host local authorities for the Project are North Lincolnshire Council (NLC) and North East Lincolnshire Council (NELC). Appendix D provides a full list of local authorities consulted.
    - **Land Interests:** landowners, lessees, tenants, occupiers and those with an interest in the land, including those whose land would be subject to compulsory acquisition as part of the Development Consent Order (DCO), those who may have a relevant claim and those whose land may be affected by the development.

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<sup>2</sup> The Planning Inspectorate (2012) 'Advice Note 14: Compiling the Consultation Report', <http://infrastructure.planningportal.gov.uk/wp-content/uploads/2012/03/Advice-note-14.pdf>

<sup>3</sup> Department for Communities and Local Government (2013) 'Planning Act 2008: Guidance on the Pre-Application Process', [https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/49468/Planning\\_Act\\_2008\\_pre-applications.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/49468/Planning_Act_2008_pre-applications.pdf)

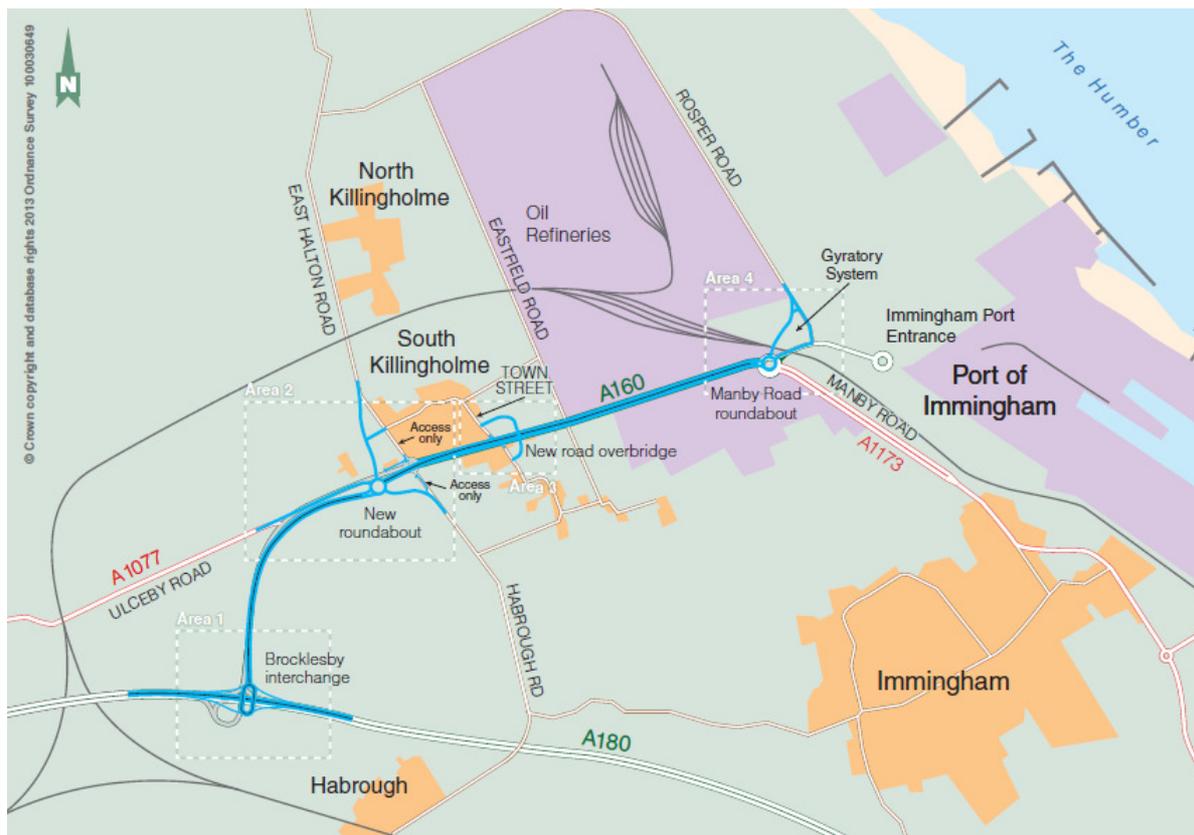
- **Section 47** relates to the local community; local residents and individuals or organisations that are likely to be affected by the proposed improvements such as local businesses and users of the road.
- **Section 48** which relates to publicising the application, including setting a deadline in national and local newspapers for receipt of comments on the proposals.

2.2.2 A combined consultation was undertaken, in which the same materials and timescales for comments were used across the strands. Details of the consultation approach can be found in Section 0.

### 2.3 Design Proposals Consultation – What details were consulted on?

2.3.1 The Project involves upgrading the existing single carriageway section of the A160 to dual carriageway, as well as several junction improvements along the length of the route. Further details of the proposed improvements can be found in the A160 / A180 Port of Immingham Improvement Consultation Leaflet (2013) in Appendix B.

2.3.2 Figure 1 below provides an overview of the Project geography and proposals.



**Figure 1: Overview of Design Proposals**

2.3.3 To facilitate the Design Proposals Consultation, four improvement areas were identified and the main aspects that were consulted on for each of these areas are detailed below:

#### Area 1 Brocklesby interchange

2.3.4 In order to improve safety and the flow of traffic between the A180 and A160, views were sought on the following proposals:

- (a) upgrading Brocklesby interchange to a two-bridge roundabout layout, including a dedicated left turn lane for vehicles travelling from the eastbound A180 to the A160;
- (b) upgrading the 2km single carriageway section of the A160 to dual carriageway; and
- (c) the closure of the lay-bys on the southbound carriageway of the A160 and the westbound carriageway on the A180 in the vicinity of Brocklesby interchange.

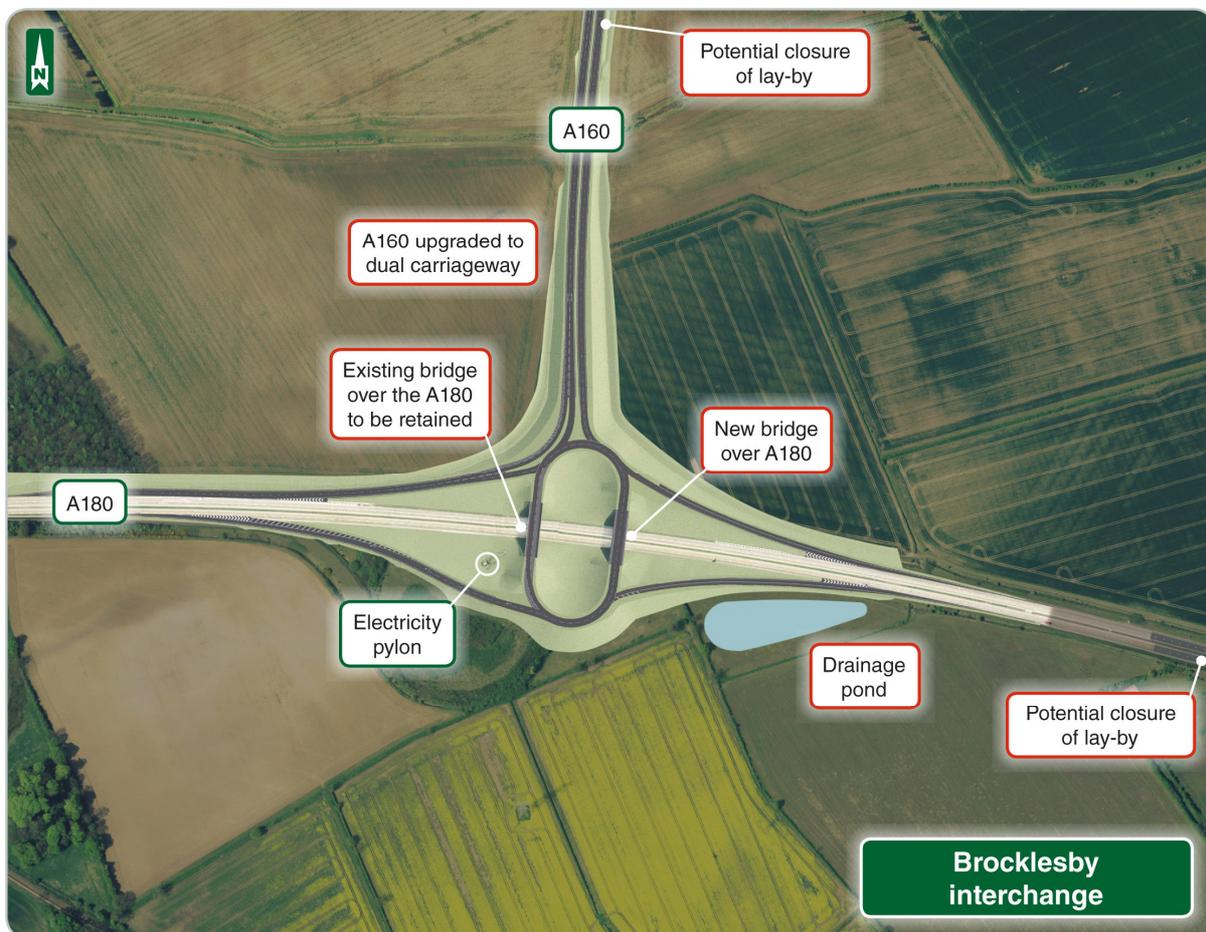


Figure 2: Area 1 (Brocklesby interchange) Design Proposal

## Area 2 Habrough Road roundabout

2.3.5 Views were sought on the following proposals:

- (a) removal of the existing roundabout and side roads;
- (b) construction of a new roundabout to the west of the existing roundabout, with links to Ulceby Road, East Halton Road and Habrough Road;
- (c) closure of the current Ulceby Road Junction with the A160;
- (d) creation of a new link road to Top Road and Greengate Lane;
- (e) the creation of a new dual carriageway to the east of the new roundabout, tying into the existing dual carriageway.

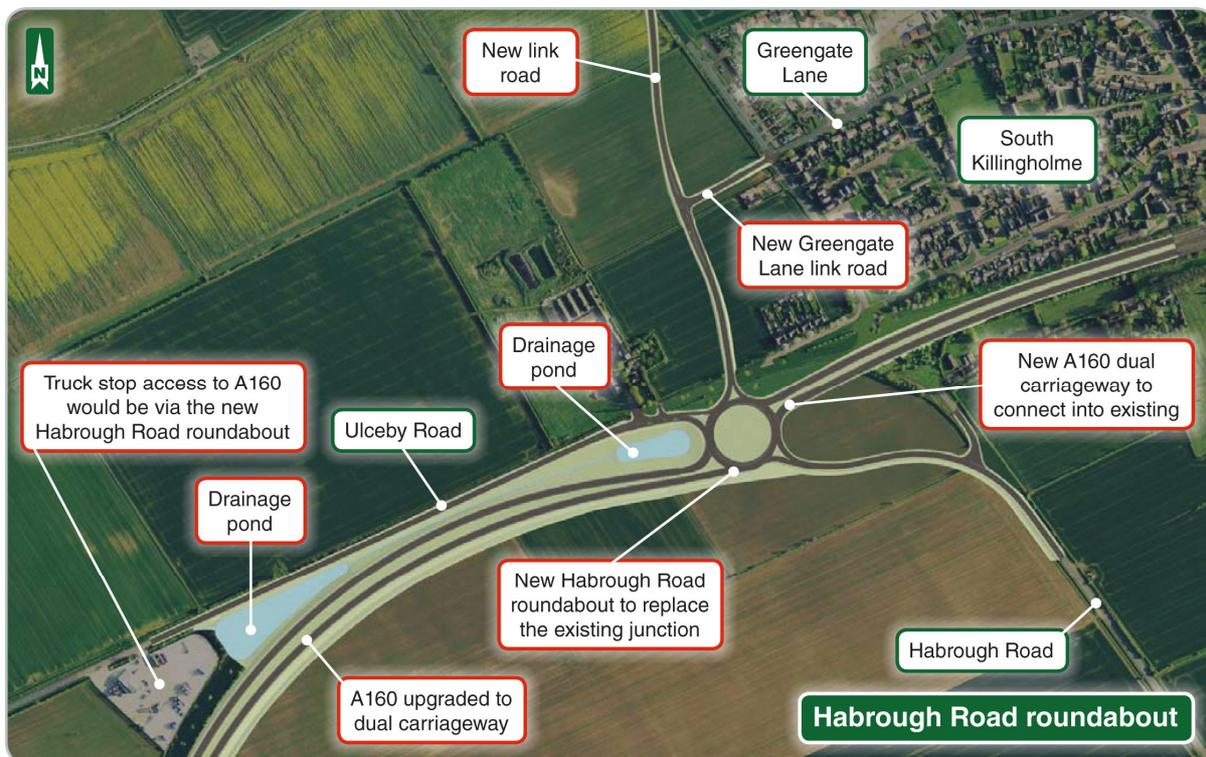


Figure 3: Area 2 (Habrough Road roundabout) Design Proposal

### Area 3 Town Street road bridge;

2.3.6 Views were sought on the following proposals:

- (a) closure of the central reservation gap at Town Street junction for safety reasons;
- (b) a new bridge to be constructed over the A160 dual carriageway to allow access to each side of the village of South Killingholme for vehicles, buses, pedestrians and other road users; and
- (c) the closure of the lay-by on the A160 eastbound carriageway.

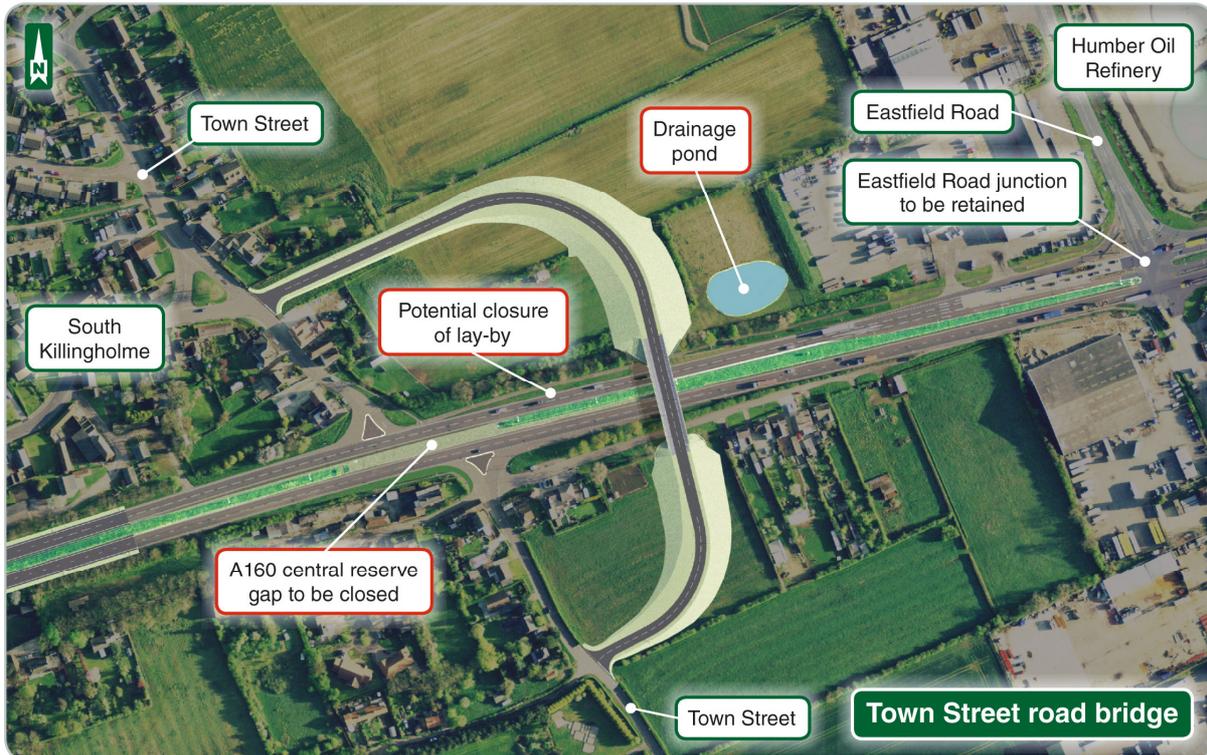
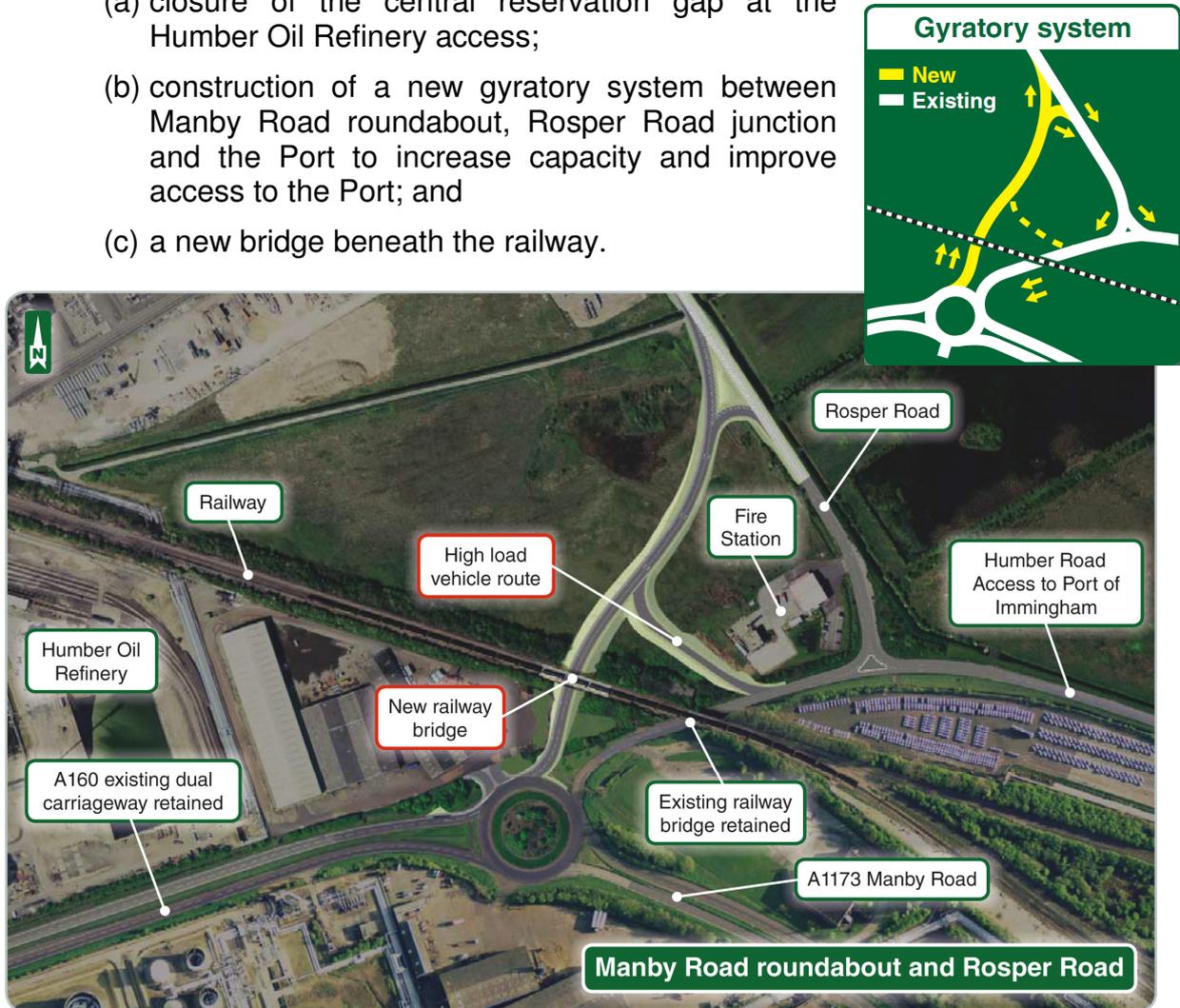


Figure 4: Area 3 (Town Street road bridge) Design Proposal

**Area 4 Manby Road roundabout and Rosper Road.**

2.3.7 Views were sought on the following proposals:

- (a) closure of the central reservation gap at the Humber Oil Refinery access;
- (b) construction of a new gyratory system between Manby Road roundabout, Rosper Road junction and the Port to increase capacity and improve access to the Port; and
- (c) a new bridge beneath the railway.



**Figure 5: Area 4 (Manby Road roundabout and Rosper Road) Design Proposal**

## 2.4 Design Proposals Consultation – Approach taken

### Statement of Community Consultation

- 2.4.1 In accordance with Section 47 of the Act, the Highways Agency developed a Statement of Community Consultation (SOCC) to formally set out the approach it would take to consulting the local community about the proposed Project. The SOCC was prepared in consultation and discussion with NLC and NELC as the host local authorities. NLC and NELC were given a period of 28 days to provide their comments on the draft SOCC and their comments were taken on board in preparing the final SOCC.
- 2.4.2 Whilst not prescribed under Section 47 as local authorities to be consulted on the SOCC, West Lindsey District Council and Lincolnshire County Council were also given the opportunity to provide informal comment in order to obtain any further valuable input due to the close proximity of their boundary to the Brocklesby interchange area.
- 2.4.3 Comments raised by NLC and NELC on the SOCC can be found at Appendix A alongside a copy of the final SOCC and notices. Details of how the Design Proposals Consultation was carried out in accordance with the SOCC can be found in paragraphs 2.4.13 to 2.4.19.
- 2.4.4 In accordance with Regulation 10 of the Infrastructure Planning (Environmental Impact Assessment) Regulations 2009 (the EIA Regulations), the SOCC included a statement confirming that the Project is an EIA Development as defined by the EIA Regulations, and that preliminary environmental information, in the form of the EIA Scoping Report, would form part of the consultation materials.

### Consultation materials and activities

- 2.4.5 The consultation materials consisted of:
- (a) the consultation leaflet, including a questionnaire;
  - (b) the consultation event boards;
  - (c) a scheme layout plan; and
  - (d) preliminary environmental information in the form of the Environmental Impact Assessment (EIA) Scoping Report.
- 2.4.6 Further detail on each of the consultation materials is provided below. The materials produced were the same for each strand of consultees. The approach used to consult each strand is set out in paragraphs 2.4.13 to 2.4.28.

### *Consultation leaflet and questionnaire*

- 2.4.7 The consultation leaflet (a copy can be found in Appendix B) set out:
- (a) the background of the Project;
  - (b) the purpose and aims of the consultation;
  - (c) details of the four improvement areas;
  - (d) detail of the consultation event;

- (e) the questionnaire;
- (f) contact details, including an email and a postal address to which consultees were able to send consultation comments not in the form of the questionnaire; and
- (g) details of the other consultation materials and information on how to access these.

2.4.8 The questionnaire included in the consultation leaflet allowed respondents to provide comments on each improvement area and the Project in general. A copy of the questionnaire can be found at Appendix B. Respondents were able to return the questionnaire by freepost, hand it in at the consultation event, or complete the questionnaire online. A telephone number was provided to enable any queries about the consultation to be answered.

#### *Consultation event boards*

2.4.9 A consultation event was held in South Killingholme on Friday 19 April (12 noon – 8pm) and Saturday 20 April (10am – 4pm) 2013. The days and times for the event were selected to help ensure that as many residents, businesses, community groups and other interested parties as possible could attend. Representatives of NLC and NELC attended the event to view the proposals and advise on issues relating to local roads. A preview was also held from 10am on the first day of the consultation event to allow the local MP and representatives from NLC, NELC and North and South Killingholme parish councils to view and discuss the proposals.

2.4.10 The consultation event boards used at the consultation event were also available on the Project webpage, at the deposit points identified in the SOCC, and free of charge in CD format upon request. A copy of the consultation event boards can be found at Appendix B.

#### *Scheme layout plan*

2.4.11 A scheme layout plan in the format of an engineering plan was included as part of the consultation material to allow consultees, particularly those with a technical interest in the Project, to see the information in this format in addition to the plans used in the consultation leaflet. Both formats of plan were available to view and discuss at the consultation event. This plan is included with Appendix B.

#### *Preliminary Environmental Information*

2.4.12 As the Project is an EIA Development as defined by the EIA Regulations, an Environmental Statement is submitted as part of the application for a DCO. In accordance with Regulation 10 of the EIA Regulations, preliminary environmental information therefore formed part of the consultation material. The preliminary environmental information was in the form of an EIA Scoping Report which presented environmental information that had been gained from earlier stages of the Project and explained how the Highways Agency planned to further assess the environmental effects of the Project. The EIA Scoping Report indicated in general terms the mitigation measures that were expected to be used in order to minimise any potential negative effects of the Project. The EIA Scoping Report was available on the Project webpage, at the deposit points identified in the SOCC, and free of charge in CD format upon request. Copies of the EIA Scoping Report were also available to view at the

consultation event. The EIA Scoping Report can be viewed on the Project page on the Planning Inspectorate's website<sup>4</sup>.

### Section 47 consultation with the local and wider community

2.4.13 A notice stating where the SOCC could be found was published in the Grimsby Telegraph, Scunthorpe Telegraph and Lincolnshire Echo all on 4 April 2013. These notices can be found in Appendix A.

2.4.14 Consultation with the local community was carried out in accordance with the proposals set out in the SOCC. This involved:

- **The consultation event** being held at South Killingholme Community Centre as set out in paragraph 2.4.9.
- **The Project webpage** was uploaded with the consultation materials. A link to the Project webpage could be found within the consultation leaflet.
- **The consultation leaflet** (see Appendix B) was distributed to around 7,000 residents and businesses in South Killingholme, North Killingholme, Immingham, Ulceby, Ulceby Skitter, Habrough, Brocklesby, Wootton and East Halton. The leaflets were distributed for arrival on 8 April to inform residents of the consultation event in ample time, with the exception of several properties in the Ulceby area (please see paragraph 2.4.16 for details following a technical distribution fault).
- **Community facilities** also received the consultation materials. The locations were agreed with NLC and NELC and the materials were on display between 8 April and 20 May 2013 at the following locations:
  - South Killingholme Community Centre
  - Neighbourhood Office, Immingham Civic Centre
  - Customer Access Centre, Grimsby Municipal Offices
  - Planning Reception, Scunthorpe Civic Centre
  - Ashby Library
  - Barton-Upon-Humber Library
  - Brigg Library

The consultation materials were also available to view at the Highways Agency's Leeds office.

- **Meetings with local residents, businesses and groups** were held to discuss any concerns about the proposed improvements in general or any particular issues. Several of these meetings took place outside of the formal consultation period to ensure that relevant comments were taken on board. Further detail on ongoing engagement can be found within sub-section 2.6. During the consultation, meetings were held with Humberside Police and Ulceby Truck Stop. Discussions were held with representatives from North and South Killingholme Parish Councils and Humberside Fire and Rescue at the consultation event.

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<sup>4</sup> <http://infrastructure.planningportal.gov.uk/projects/yorkshire-and-the-humber/a160-a180-port-of-immingham-improvement/>

2.4.15 In addition to the proposals set out in the SOCC:

- the consultation leaflet and consultation event posters were distributed to several further facilities and businesses in the area to target road users, heavy goods vehicle drivers and other interested parties who may not live in the area; these are listed as follows:
  - Ulceby Truck Stop
  - Port of Immingham (the Port)
  - Humber Sea Terminal
  - Lindsey Oil Refinery
  - Immingham Swimming Pool
  - PD Ports (located at the Port)
- A press notice, providing details of the consultation and the consultation event was released and resulted in coverage in local media; including articles in the Grimsby and Scunthorpe Telegraphs and Yorkshire Post on 4 April 2013. The consultation event was also featured in the Grimsby Telegraph on 20 April 2013.

#### *Ulceby consultation*

2.4.16 Following the distribution of the consultation leaflets on 8 April 2013, it was discovered that a small section of addresses in the agreed distribution area had not received the consultation leaflet due to a technical fault with the mapping system used to develop the postal list of addresses. The area in question was in the Ulceby locale in which 117 properties were not provided with a consultation leaflet.

2.4.17 This issue was uncovered within the first two weeks of the consultation period and the Highways Agency worked to quickly resolve the matter. Discussions were held with the local authority in the affected area (NLC) to ensure that the issue was effectively resolved and that the outcome was in line with the scope of the SOCC.

2.4.18 A letter was issued to all the missed properties with the consultation leaflet with details of a drop in session planned for 9 May 2013 (4pm until 8pm) at the Ulceby Village Hall. This new event was planned to ensure that all residents who did not receive the consultation leaflet were given the opportunity to discuss any queries or issues with the project team. The deadline for receiving comments was also extended to these residents until 4 June 2013.

2.4.19 Letters were also issued to all other Ulceby and Ulceby Skitter residents who had not been originally omitted from the initial distribution to invite them to the Ulceby drop in session. These residents had received the consultation leaflet at the start of the consultation period as planned, but it was felt appropriate to extend the invitation to the event to all residents of the village and those of nearby Ulceby Skitter. The deadline for comments was not extended for these residents who had received the information in the initial distribution, as this would have extended the consultation period beyond that provided to other communities. Ulceby Parish Council were also made aware of the event. The

Project webpage was updated with details of the drop-in session, and an alert was sent out to webpage subscribers to provide a further opportunity for those living in other areas to attend. Copies of the letters sent to missed residents and to other Ulceby and Ulceby Skitter residents can be found in Appendix B.

### **Section 42 consultation with prescribed consultees, local authorities and land interests**

2.4.20 A consultation letter was issued to all prescribed Section 42 consultees which included:

- (a) a copy of the consultation leaflet, including a questionnaire and details of how to access the further consultation materials; and
- (b) a copy of the Section 48 notice.

2.4.21 A copy of the letter can be found in Appendix B.

### **Section 48 consultation - Duty to Publicise**

2.4.22 In accordance with Section 48 of the Act, the Highways Agency produced a public notice which provided information about the consultation, including a summary of proposals, details about when and where documents, plans and maps could be viewed and a deadline for receipt of comments. The notice was published the following newspapers:

- The Grimsby Telegraph (28 March 2013 and 4 April 2013);
- The Scunthorpe Telegraph (28 March 2013 and 4 April 2013);
- The London Gazette (4 April 2013); and
- The Times (4 April 2013).

2.4.23 Extracts of the newspapers noted above showing the notices are included in Appendix B.

2.4.24 The Section 48 notice included a statement confirming that the Project is an EIA Development as defined by the EIA Regulations, and that preliminary environmental information, in the form of the EIA Scoping Report, formed part of the consultation materials. In accordance with Regulation 11, a copy of the Section 48 notice was sent to all the consultation bodies (as defined in the EIA Regulations) and all those notified to the Highways Agency under Regulation 9(1)(c) of the EIA Regulations.

### **Non-Statutory Engagement**

2.4.25 The Highways Agency has undertaken a range of non-statutory engagement, both by including in the consultation non-statutory stakeholders identified as having a potential interest in the Project, and by engaging with statutory and non-statutory stakeholders outside of formal consultation periods.

2.4.26 A database of non-statutory consultees for the Design Proposals Consultation was prepared. These consultees included a range of national, regional and local organisations and included stakeholders who had previously been consulted on related Project matters. Consultees included environmental groups such as the Lincolnshire Wildlife Trust, relevant Members of the European Parliament and road user organisations such as the Freight Transport Association. A list of the non-statutory stakeholders consulted can

be found in Appendix D. Comments from these stakeholders were also considered when reviewing the Project proposals

2.4.27 A consultation letter was issued to all non-statutory consultees which included:

- (a) a copy of the Consultation Leaflet, including a questionnaire and details of how to access the further consultation materials; and
- (b) a copy of the Section 48 notice.

2.4.28 A copy of the letter can be found in Appendix B.

## 2.5 Land Requirements Consultation

### Purpose

2.5.1 Following the Design Proposals Consultation and taking into account the comments received, the Highways Agency developed the design further in order to establish the extent of the land required to construct, operate and maintain the improvement works.

2.5.2 A further, targeted consultation was held from 14 October to 12 November 2013 on the permanent and temporary land required for the Project. The purpose of this second consultation was to inform relevant stakeholders and communities of the proposed areas of permanent and temporary land for use by the Project and to receive further feedback. This feedback has been used to shape the land proposals included within the DCO application.

### Approach

2.5.3 The approach to the Land Requirements consultation was developed in conjunction with the relevant host local authorities (NLC and NELC), and also following advice received from the Planning Inspectorate under Section 51 of the Act.

2.5.4 The consultation was designed to reach a targeted audience who were considered to have an interest in the proposed permanent and temporary land required for the Project. The Highways Agency worked with NLC and NELC to agree the targeted approach to Section 47 consultation.

2.5.5 It was agreed that the distribution of letters to the appropriate communities and parishes was the most effective approach.

2.5.6 Those consulted on the Land Requirements Consultation include:

- **Section 42 (Prescribed Consultees):** Those prescribed consultees considered to have an interest in the consultation were issued a letter as well as an overview map of the temporary land requirements. Consultees were chosen based on their demonstrated interest in the previous consultation as well as any previous involvement in scoping consultation for the associated EIA.
- **Section 42 (Local Authorities):** Both NLC and NELC were re-consulted as host authorities. Consultation was targeted to single points of contact within each authority as established through regular engagement. Lincolnshire County Council and West Lindsey District Council were also re-consulted as neighbouring local authorities due to their boundaries

being close to the Project. Other neighbouring local authorities were not re-consulted on the land requirements as land related issues were considered to be of local interest only.

- **Section 42 (Land Interests):** All consultees who were considered to have an interest in the land proposed for permanent or temporary usage were issued a letter and an overview plan. Land interests that would be directly affected by the proposals were also sent localised maps in order to understand the proposed land use in more detail.
- **Section 47 (Local Community):** All residences and businesses within a distribution zone (shown on the map within Appendix H) were consulted based on their proximity to the land proposals. This included South Killingholme, North Killingholme and Habrough. All parish councils included within the Design Proposals Consultation Section 47 leaflet distribution zone were re-consulted. The scope of this community consultation was discussed and agreed with NLC and NELC at a meeting on 18 September 2013. The agreed approach taken was that this would be an extension to the original SOCC as prepared for the Design Proposals Consultation of April and May 2013. Consequently, an update to the SOCC and 28 day re-consultation with the relevant local authorities was agreed not to be required.
- **Section 48 (Duty to Consult):** Given that this was a localised consultation on land related issues, no further Section 48 notice was published. Distribution of letters to the appropriate authorities, communities and parishes was deemed to be a most effective approach.

2.5.7 A full list of the stakeholders consulted under Section 42 as well as non-statutory stakeholders can be found in Appendix G. Letters and other materials issued to consultees can be found in Appendix H.

### Consultation materials and activities

2.5.8 The Land Requirements Consultation materials consisted of:

- (a) a letter to explain the purpose of the consultation and encourage feedback by return letter or email;
- (b) an overview plan showing the full Project proposals, together with the land requirements being one of three types:
  - **Land to be acquired permanently** – to construct the new road improvement and its associated infrastructure (e.g. drainage ponds) together with any additional areas for environmental mitigation.
  - **Land to be used temporarily** – land required to complete the initial construction of the Project (see over the page).
  - **Land to be used temporarily and may require permanent rights** – land required to complete the initial construction of the Project which may also require rights to be taken. For example, rights would be taken where a public footpath would be diverted or for access for maintenance, etc.

- 2.5.9 The proposed use of each area of land to be used temporarily was shown on the plan as one of the following types:
- **Site Compounds:** Land to be used temporarily for site offices, welfare facilities, parking, access roads, etc. The area may also be used to store construction materials or equipment.
  - **Borrow Pit:** Land to be used temporarily as a source of material to construct embankments for the raised sections of the new road construction. Borrow pits would be refilled on completion to a similar level using acceptable materials gained from elsewhere on the site.
  - **Topsoil / Other Construction Storage Area:** Top soil would be stripped from the locations of new construction and stored temporarily in these areas, at a maximum height of 2m, for later use in landscaping areas. These areas may also be used to store other construction materials or equipment.
  - **Construction Working Area:** Land to be used temporarily for construction working space and / or access for construction site traffic.
  - **Service / Utility Working Area:** Land to be used temporarily for the diversion or protection of existing service / utilities beneath the new road construction. Rights would also be required for future access and maintenance.
  - **Public Right of Way Diversion:** Land to be used temporarily with rights taken permanently for the re-routed public right of way near to Town Street, north of the A160.
- 2.5.10 A series of larger scale plans were also used within the consultation and sent to those who had been identified as potentially having an interest in the land required for the Project. These plans also showed the existing ownership boundaries to allow those affected to better understand the potential effects the Project may have on them.
- 2.5.11 The various letters and plans used within the Land Requirements Consultation are included within Appendix H.
- 2.5.12 During the consultation meetings were held with several affected landowners or their representatives to discuss the land requirements in more detail.

## 2.6 Ongoing Engagement with Statutory and Non-Statutory Stakeholders

- 2.6.1 Sub-section 1.2 of this report provided a summary of the consultation that was undertaken on the Project in 2009 and details of the Preferred Route Announcement in 2010. Due to these previous activities being undertaken, many consultees in the local area were already aware of the plans to improve the route. Ongoing liaison has also been undertaken with many stakeholders in the area such as NLC, NELC and key local businesses such as Associated British Ports, the operator of the Port.
- 2.6.2 In the period leading up to the Design Proposals Consultation, regular liaison meetings with NLC and NELC were established and are ongoing on a bi-monthly basis. The project team also presented an update on the proposals to the South Humber Gateway Delivery Group on 30 January 2013, a forum attended by NLC, NELC, local environmental bodies and major businesses

such as Able UK and Associated British Ports. A separate meeting was then held with Associated British Ports on 6 March 2013 to update them on the proposals and advise them of the upcoming consultation.

- 2.6.3 Liaison with affected parties, such as statutory undertakers whose equipment would potentially require diversion, has occurred on an ongoing basis before, during and after the 2013 consultation periods. The project team has also met with SMart Wind, the developer of the Hornsea Offshore Wind Farm Project One, which is also seeking a DCO. The underground cable for this development would cross the A160 in the vicinity of the proposed new Habrough Road roundabout. The initial meeting with SMart Wind was held on 22 February 2013 and there has been regular liaison since, with a view to agreeing a statement of common ground covering the handling of the interrelating aspects of the two projects.
- 2.6.4 There has been ongoing engagement following the formal consultation periods with a range of stakeholders. Much of the focus of this liaison has been to discuss issues, comments and queries raised in more detail. The follow up engagement has helped to inform the refinements and the further developments in design, enabling the proposals to effectively take into account critical issues and considerations. Liaison meetings with NLC and NELC have continued, and meetings with affected landowners and their representatives to discuss detailed issues relating to affected land are ongoing.

### 3 Design Proposals Consultation – Comments and Responses

#### 3.1 Overview

3.1.1 Overall, 271 comments were received following the Design Proposals Consultation. These included a range of letters, emails and supporting documents. However, the majority of comments were received by questionnaire (219, 80%). Table 3.1 below outlines the number of comments received by strands of consultee.

3.1.2 As the Section 47 (Local Community) and Section 48 (Duty to Publicise) consultations were undertaken at the same time it was sometimes not possible to ascertain from which strand of consultation the comments originated from. Potential Section 48 comments have therefore been integrated into Section 47.

**Table 3.1 Comments by Consultation Strand**

Consultee Strand	Count	Percentage
Section 42 (Prescribed)	11	4.1%
Section 42 (Local Authority)	7	2.6%
Section 42 (Land Interests)	20	7.4%
Section 47 (Local Community)	223	82.3%
Other Consultees	10	3.7%
<b>Totals</b>	<b>271</b>	<b>100%</b>

3.1.3 The 219 questionnaires included demographic information which provided an understanding of the respondents that had been reached. A full statistical analysis of the questionnaire respondents can be found in Appendix E. A majority of the respondents were over 45 years old, with 34% being over 65 years old.

3.1.4 In terms of road use, questionnaire respondents demonstrated that a major use of the road was for residential and leisure purposes, followed by business purposes. Other uses stated included road traffic enforcement and medical purposes.

3.1.5 A majority of respondents use the A160 by car (207). The next most popular modes of transport for respondents to the consultation were cycling (32) and other specified automobiles including heavy goods vehicles (HGVs), tractors, motorcycle and horse. A small number used the bus (11) and 18 stated they used the road as pedestrians. It should be noted that a majority of respondents were local to the area which may skew the data towards personal / family / recreational travel as opposed to commercial uses. It is noted that the A160 carries a high proportion of HGVs, approximately 44% on an average day.

3.1.6 The following sub-sections provide a summary of the issues raised by respondents. The analysis of comments and issues raised involved:

- The logging of all comments in a database on an area by area basis.
- Categorisation of each comment into one or several issues (e.g. landscaping, congestion, access, etc.). This exercise was done with care to ensure that no comments were taken out of context. To safeguard against this risk, comments were considered in their entirety, with the possibility of several issues being raised within one comment. Where applicable, comments were also considered in relation to other comments made by the same respondent in their questionnaires.
- A count of the number of times each issue was raised as well as the percentage of each issue compared to the total number of comments raised<sup>5</sup>.

3.1.7 Overall, comments were positive. This is reflected in the comments on the questionnaire question: *“Do you broadly agree with the proposal?”* Of the 219 questionnaire respondents, 198 agreed with the proposal (90%).

3.1.8 The comments also raised a number of suggestions and issues relating in particular to:

- non-motorised users (NMUs), including facilities for cyclists, pedestrians and horse-riders;
- traffic flow related issues such as congestion, access, parking facilities and weight restrictions;
- impacts on neighbouring villages, local businesses and property values; and
- landscape and environmental considerations (including road noise, vibration, habitats, heritage assets and air quality).

*Comments considered to be beyond the scope of the consultation*

3.1.9 As stated in the Department for Communities and Local Government guidance document *“Planning Act 2008: guidance on the pre-application process”* (January 2013)<sup>3</sup>, applicants are advised to make clear what is being consulted on, what is settled and why, and what remains to be decided. Sub-section 1.2 of this report set out the background to the Project prior to the formal pre-application consultation period, including details of previous consultation on Project options in 2009 and the announcement of a preferred route in 2010. The Statement of Community Consultation (SOCC) explained that the purpose of the formal pre-application consultation was to present the design, developed since the Preferred Route Announcement, in more detail and seek further views on the proposals. This was reiterated in the Design Proposals Consultation leaflet. All comments received as part of the formal pre-application consultation were considered, however some suggestions

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<sup>5</sup> It is noted that where a particular respondent used the questionnaire to mark “yes” or “no” to highlight their agreement or disagreement with the proposal in an area (for Questions 6, 8, 10 and 12), but did not make further written comments, this response has been used to assess the overall percentage of agreement with the proposals only. The response has not been included as a “positive” issue in the categorisation of issues raised.

were not fully assessed as they were beyond the scope of the consultation. Where this is the case, this has been recorded in the “issues categorisation” tables described above as “out of scope”, with further detail provided in Appendix F.

- 3.1.10 Some comments relating to other projects such as the A18-A180 link project being developed by NELC, or the potential for a new road to Caistor and Horncastle were received. Whilst the Highways Agency has been unable to thoroughly respond to these comments, it has provided updates on the relevant neighbouring projects where possible (please see Appendix F for further details).

## **3.2 Specific feedback**

- 3.2.1 Sub-sections 3.3 to 3.7 provide a summary of key comments made, together with the Highways Agency’s response to these issues and any changes that have been made to the Project proposals following consultation.
- 3.2.2 Comments within these sub-sections have been grouped by consultee strand to clarify where any specific issues or considerations may apply. A full list of all comments made and relevant responses from the Highways Agency can be found in Appendix F.
- 3.2.3 Feedback has been considered separately for the following four areas, which aligns with the approach taken within the consultation materials:
- Area 1: Brocklesby interchange (see sub-section 3.3)
  - Area 2: Habrough Road roundabout (see sub-section 3.4)
  - Area 3: Town Street road bridge (see sub-section 3.5)
  - Area 4: Manby Road roundabout and Rosper Road (see sub-section 3.6)
- 3.2.4 Sub-section 3.7 provides a summary of comments that are not specific to a particular area. These include:
- Comments made using Question 14 of the questionnaire (“*Please use this space to provide any further comments or suggestions*”).
  - Comments received in other formats (e.g. letters or emails) that could not be attributed to Areas 1 to 4 as shown in the consultation materials.

### 3.3 Area 1: Brocklesby interchange

3.3.1 116 written comments on Area 1 were received. Table 3.2 below demonstrates the number of comments received by each of the strands of consultation, a majority of which were from the local community (91%).

**Table 3.2: Area 1 Comments by Consultee Strand**

<b>Consultee Strand</b>	<b>Count</b>	<b>%</b>
Section 42 (Prescribed Consultees)	2	1.7%
Section 42 (Local Authorities)	2	1.7%
Section 42 (Land Interests)	3	2.6%
Section 47 (Local Community)	106	91.4%
Other Consultees	3	2.6%
<b>Total</b>	<b>116</b>	<b>100.0%</b>

3.3.2 Of all 219 questionnaires received, 93% stated they approved of the Brocklesby interchange proposals. Many respondents provided positive comments, noting the increased safety the proposed improvements would provide.

- *“Will give extra safety especially when joining A180 travelling west bound.”*
- *“This will help make the exit and entrance onto the A180 much safer.”*
- *“Having travelled the route frequently the improvements will make the access from A160 to A180 safer in that the on/off ramp will no longer be a “two way” slip road and reduce the potential for accidents from casual users mistaking the slip for a dual carriageway.”*

3.3.3 Table 3.3 outlines the range of issues raised by respondents. As noted in paragraph 3.1.6, the table represents a total count of all references to a particular issue. It should be noted that the total counts of issues raised differs from the total number of respondents shown above as each may have raised one or more issues, all of which have been considered and included within the count. Furthermore, where no written response has been provided at all, these have not been included within the count.

3.3.4 As noted above, many positive comments on improved safety of the Project were provided. Potential concerns raised were related to traffic issues including lighting requirements and signage with associated design suggestions.

**Table 3.3: Area 1 Issues Categorisation**

<b>Area 1 (Brocklesby Interchange) Issue Categories</b>	<b>Count</b>	<b>%</b>
Positive / neutral comment <sup>6</sup>	75	64.1%
Traffic flow	16	13.7%
Long overdue	6	5.1%
Traffic speed / volume	4	3.4%
Landscape / environment	4	3.4%
Road noise	3	2.6%
Justification for the Project	2	1.7%
Out of scope	3	2.6%
Excessive spend	2	1.7%
Construction matters	1	0.9%
Land access	1	0.9%
<b>Total</b>	<b>117</b>	<b>100.0%</b>

### Section 42 Consultees - Comments and Responses Summary

3.3.5 Associated British Ports noted their **satisfaction with the Project** and associated safety benefits, stating that:

- *“The scheme will much improve the junction with the A180 (which has been the source of several incidents) and ensure a more rapid smooth flow of traffic along the A160.”*

3.3.6 National Grid provided relevant instructions and advice to be considered in the detailed design of the Project, including consideration of an overhead transmission line which crosses Brocklesby interchange and a high pressure gas transmission pipeline which is located within close proximity.

3.3.7 North East Lincolnshire Council (NELC) noted their support for **the provision of landscaping** within Brocklesby interchange due to its important location as a major entrance to North East Lincolnshire.

3.3.8 One respondent noted their concern with the approach to the proposed Brocklesby interchange from the A180, highlighting the need for advance warning signs recommending maximum speeds.

3.3.9 Respondents with a land interest highlighted the current situation at the interchange which may become a hazard as congestion increases, noting the **improved safety associated with the proposed improvements**. One respondent felt that the proposed improvements would lead to **longer journey times** and an increase in fuel consumption.

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<sup>6</sup> The issue categorisation does not consider comments raised against Question 6 (*“Do you agree with the proposals in this area?”*), therefore, the “Positive / neutral comment” category is not linked and considers only written comments on Question 7.

### *Highways Agency Response to Comments Raised*

- 3.3.10 The Highways Agency has engaged with Section 42 consultees as appropriate to further understand requirements. Discussions were held with National Grid with regards to topographical survey information provided. It has been confirmed that the proposed road levels would fall outside the zone of influence for the electricity transmission lines. No works are therefore required. Feasibility studies are underway to determine the diversion and / or protection works required for the gas mains located in Area 2.
- 3.3.11 Upgrading the current interchange to a roundabout configuration would greatly increase driver safety due to the removal of the existing two-way shared merge/diverge loop slip road. This loop has a particularly poor accident record, and has resulted in numerous head on collisions.
- 3.3.12 Journey times would be significantly reduced due to the higher standard of layout proposed. Assessment work using forecast traffic flows has demonstrated that the Brocklesby interchange should not suffer from congestion if the improvements are made, when checked against forecast traffic flows in 2031, 15 years after the road has opened.

### **Section 47 – Comments and Responses Summary**

- 3.3.13 A majority of concerns raised by local communities dealt with **design of the interchange**; and in particular safety concerns associated with the approach to and from the A160. Some respondents stated:
- *“Ease the bend on the approach from A180 to A160 from Scunthorpe to Immingham [...] numerous accidents at this bend.”*
  - *“A dedicated on/off ramp is absolutely necessary due to foreign drivers becoming confused and crossing lanes.”*
  - *“There may be some problems with vehicles travelling at high speeds leaving the A180 and then filtering onto the A160.”*
- 3.3.14 Some respondents also **questioned the need for a roundabout**:
- *“A dual carriageway version of current layout will allow best flow of traffic. Traffic Westbound A180 wanting to go A160 will get held at roundabout due to large volume of traffic leaving Immingham.”*
- 3.3.15 Another issue which has been noted is the potential negative effect of the **closure of the lay-bys**.
- 3.3.16 Finally, a small number of respondents also raised concerns about the **impacts of the interchange on the local environment**, in particular around **road noise and landscape effects**. Several have highlighted the importance of tree planting as part of the proposed improvements for Brocklesby interchange. There are also concerns around noise levels and the impact on neighbouring villages, both during construction and during operation. Suggestions have been made for sound barriers and low noise road surfaces.

### *Highways Agency Response to Comments Raised*

#### The design of the new interchange and why it is needed

- 3.3.17 With regards to safety in design, the dedicated left turn lane (segregated turn) for vehicles travelling from the eastbound A180 to the A160 at the Brocklesby interchange is designed in accordance with published guidance, and would be signed appropriately. Personal injury accident data for the period January 2008 to December 2012 suggests that accidents have occurred at the interchange, but none on the existing segregated left turn lane. Furthermore, with the improvements, the new segregated left turn would join two lanes (rather than one at present), over a longer taper, which would improve safety for merging traffic. A series of independent road safety audits will also be completed to ensure that safety risks are considered and suitably reduced.
- 3.3.18 The accident record on the existing two-way loop slip road is recognised, and hence the design proposes a more standard junction arrangement encompassing separate merge and diverge slip roads.
- 3.3.19 Assessment work using forecast traffic flows have shown that the proposed A180 westbound diverge should not suffer from congestion on the approach to the proposed roundabout in 2031 (15 years from opening).
- 3.3.20 Upgrading the current two-way merge/diverge loop slip road to a dual carriageway is not considered feasible as this would fail to improve the existing hazardous situation which has been proven to contribute to numerous personal injury accidents, which are a key concern to Humberside Police.

#### Closure of the existing lay-bys

- 3.3.21 The lay-by on the westbound carriageway of the A180 (east of Brocklesby interchange) would be closed due to its close proximity to the proposed westbound diverge from the A180. It would be located less than the required safe distance from the new interchange, which would potentially cause confusion to road users, who may mistake it for the exit slip road, particularly as the A180 would continue to be unlit.
- 3.3.22 The lay-by on the A160 heading south towards Brocklesby interchange would also be closed for similar reasons. There would also be an issue of visibility for drivers on the A160 passing the lay-by, which would not comply with published design standards. There is a requirement to allow vehicles full Stopping Site Distance (SSD) to the lay-by to allow road users to see vehicles entering and exiting the lay-by and react appropriately. It is not possible to achieve full SSD on the proposed design. It would be undesirable on safety grounds to include provision of a lay-by that would allow slow moving HGVs to pull out into fast moving traffic on the new dual carriageway as forward visibility would be restricted.
- 3.3.23 The closures of both lay-bys will avoid confusion and not introduce additional safety risks on the A160 and A180. It is appreciated that the area has a high percentage of HGV traffic and also suffers from illegal HGV parking. The design therefore seeks to retain existing lay-by facilities where possible. For example, the retention of the A160 eastbound lay-by at Town Street.

### Changes made to design proposals following consultation:

- Existing lay-by to be closed on the A180 westbound approach to Brocklesby Interchange for safety reasons.
- Existing lay-by to be closed on the A160 southbound approach to Brocklesby Interchange for safety reasons.

### Landscape and noise effects

3.3.24 Landscaping has been proposed in and around Brocklesby interchange. Furthermore, as outlined in the Environmental Statement (document reference: TR010007/APP/14a) landscaping would be retained and added where possible.

3.3.25 A noise assessment has been undertaken to understand predicted noise levels from traffic and from construction in the short term (2016, the proposed year of opening) and long term (2031, 15 years after the Project would open). Overall, the noise nuisance assessment indicated that the Project provides a benefit and showed no requirement for noise barriers. Details of the assessment are included within the Environmental Statement (document reference: TR010007/APP/14a).

### Other Consultees – Comments and Responses Summary

3.3.26 Humberside Police were supportive of the proposed improvements in the area, stating that *“this will significantly reduce the number of collisions and injuries on this route. The loss to the local economy of the road closures and delays would also be significantly reduced.”* Humberside Police have been categorised in this report as an “other consultee” rather than a Section 42 consultee. This is because the comments received originated from liaison with the local roads policing team rather than through the Police and Crime Commissioner who was the identified Section 42 consultee.

3.3.27 VOSA have suggested the need for a **raised observation platform for police and enforcement vehicles** close to Brocklesby interchange to enable the safe identification and stopping of vehicles.

### Highways Agency Response to Comments Raised

3.3.28 The Highways Agency has held meetings with VOSA and understands the importance of the area for the survey of vehicles on their approach to the port. A hard-standing area is being considered through ongoing engagement with VOSA, but would need to ensure that any provision would be suitable in restricting unauthorised use (for example, being used as a refuge for overnight parking).

### 3.4 Area 2: Habrough Road roundabout

3.4.1 117 comments on Area 2 were received. Table 3.4 below demonstrates the number of comments received by each of the strands of consultation, a majority of which were from the local community (95%).

**Table 3.4: Area 2 Comments by Consultee Strand**

Consultee Strand	Count	%
Section 42 (Prescribed Consultees)	0	0.0%
Section 42 (Local Authorities)	1	0.9%
Section 42 (Land Interests)	4	3.4%
Section 47 (Local Community)	111	94.9%
Other Consultees	1	0.9%
<b>Total</b>	<b>117</b>	<b>100.0%</b>

3.4.2 Of all 219 questionnaires received (including those who did not provide written comment on Area 2), 85% stated they approved of the Habrough Road roundabout proposals. Many respondents provided positive comments, noting the increased safety and the reduced delays the proposed improvements would provide.

- *“A much safer junction for motorists to negotiate in a controlled order.”*
- *“Dual carriageway obviously improves driving conditions and movement of traffic is increased.”*
- *“Better for getting from Ulceby with heavy traffic, can sometimes be sat waiting to get out of Ulceby fork and risky getting out between vehicles.”*

3.4.3 Table 3.5 below outlines the range of issues raised by respondents. A majority of the issues were related to traffic flow (such as traffic signals or reduction of bottlenecks) as well as potential impacts on neighbouring villages (notably South Killingholme and Ulceby), issues around the justification for the proposed new roundabout, potential risks to the nearby Ulceby Truck Stop, and access for cyclists.

**Table 3.5: Area 2 Issues Categorisation**

Area 2 (Habrough Road roundabout) Issue Categories	Count	%
Positive / neutral comment	68	49.3%
Traffic flow	25	18.1%
Impacts on neighbouring villages	12	8.7%
Truck Stop	8	5.8%
Justification for the Project	5	3.6%
Non-Motorised Users	5	3.6%
Out of scope	5	3.6%

Area 2 (Habrough Road roundabout) Issue Categories	Count	%
Weight restrictions	3	2.2%
Construction matters	1	0.7%
Safety	1	0.7%
Closure of lay-by	1	0.7%
Landscape / environment	2	1.4%
Long overdue	1	0.7%
Excessive spend	1	0.7%
<b>Total</b>	<b>138</b>	<b>100.0%</b>

### Section 42 – Comments and Responses Summary

- 3.4.4 One respondent noted a preference to include a **slip road for traffic** on the A160 to access directly onto Ulceby Road (to the west of the Ulceby Truck Stop), removing the need to use Habrough Road roundabout to complete this movement.
- 3.4.5 Several respondents with interests in the land felt that the proposed improvements to the Habrough Road roundabout would lead to **negative impacts for the residents of neighbouring communities**.
- *“The proposed improvements will allow vehicles to use the dual carriageway which passes through our village as a speedway.”*
  - *“Side roads will be inaccessible creating problems for residents let alone inconvenience.”*
- 3.4.6 Another respondent felt that the proposed improvements would **not solve delays caused by HGVs**.
- 3.4.7 Engagement with land interests through the consultation period highlighted the issue of **access to land** adjacent to the A160 where it would be widened to dual carriageway. Concern was also raised by another land interest regarding the **loss of existing vegetation** between the road and their property as a result of the new road being closer to the existing boundary and the impacts this would have.

#### Highways Agency Response to Comments Raised

##### A160 eastbound to Ulceby Road slip road alternative

- 3.4.8 The Highways Agency has completed traffic capacity assessments as part of the design process. These have shown that congestion is unlikely to occur on the approach to the proposed Habrough Road roundabout from the A160 eastbound when checked against forecast traffic flows up to 15 years after the new road is planned to open. A new link in this location is therefore not deemed to be value for money.
- 3.4.9 This alternative slip road proposal is also considered to represent a safety concern due to the relative short distance from the end of the taper from the segregated left turn lane at Brocklesby interchange. This is considered likely

to result in safety risks and potential accidents associated with weaving traffic on a high speed dual carriageway.

#### Impacts of Habrough Road roundabout on neighbouring communities

- 3.4.10 The location of the new Habrough Road roundabout has been designed with the residents of South Killingholme in mind. Moving the roundabout west increases the distance to the junction from South Killingholme, which in turn would generally reduce noise, vibration and pollution impacts, especially to the properties located on Top Road and Ulceby Road.
- 3.4.11 The new location also means the roundabout can be made larger which would help to achieve an increased traffic capacity on major and minor road arms, resulting in better traffic flow and less congestion.

#### Access to adjacent private land

- 3.4.12 There are several direct accesses to adjacent land and property on the A160 between the Brocklesby interchange and Habrough Road roundabout where it is a single carriageway. None of these would be compatible with the proposed high speed dual carriageway from a safety perspective, and would therefore need to be closed as part of the Project. The Project now proposes a shared use access track to run along the south side of the A160 to allow access to land via Habrough Road. Details are shown on the Engineering Drawings included within the application (document reference: TR010007/APP/23.1).

#### Changes made to design proposals following consultation:

- Introduction of a new shared use access track running from Habrough Road along the southern side of the improved A160 to replace access to land currently gained directly from the existing A160.

#### Loss of existing vegetation

- 3.4.13 The importance of the existing vegetation between the road and the property boundary referred to in paragraph 3.4.7 in terms of visual screening has been considered further following feedback received supplemented by a meeting on site with the land owner. The design now proposes a low retaining wall to avoid the need for a new embankment slope in this area, and to allow the existing boundary and much of the existing vegetation to be retained.

#### Changes made to design proposals following consultation:

- Low retaining wall introduced to avoid taking land from private business / residence to the south of the A160 and to minimise loss of existing landscape planting which currently screens the views of the road.

### Section 47 – Comments and Responses Summary

- 3.4.14 Some consultees put forward design suggestions based on their knowledge of the area. Some respondents **questioned the need for a roundabout** as they were uncertain of the advantages of this. As noted above, the proposed

roundabout provides a better alternative than the existing road layout, resulting in benefits in terms of capacity and safety.

3.4.15 Other concerns revolved particularly around the **perception of traffic increases** in certain areas:

- *“My main area of concern is that the proposal to relocate the roundabout merely moves the “problem”. Currently, particularly at peak times, it is extremely difficult (and dangerous) for traffic from Habrough Road to cross the roundabout to access the road to East Halton and beyond.”*
- *“Moving this roundabout will increase the number of people using Faulding Lane and Baptist Chapel lane as a shortcut to get to oil refinery etc. These lanes are too small for the use of a large volume of traffic.”*
- *“There is a lot of traffic to and from the refinery along Top Road North Killingholme. [...] It’s hell getting in and out of Garden Village and North Killingholme at peak shift change-overs.”*

3.4.16 Several queries were made around **weight limits** to restrict HGVs travelling through neighbouring villages. Another issue raised was the **potential effects of the proposed improvements on the neighbouring villages** of Ulceby and South Killingholme due to increases in traffic:

- *“Broadly agree but feel Greengate Lane may become something of a rat run to the new road layout.”*
- *“This is not going to alter amount of traffic using the A160. Killingholme residents will suffer more from future increase in traffic.”*
- *“I would prefer to see HGV traffic on the A1077 from Habrough Road roundabout limited to providing access to the truck stop only. Currently HGV traffic is permitted to travel through Ulceby where it provides a danger to both pedestrians and property.”*

3.4.17 There were a number of concerns relating to **access to and from the Ulceby Truck Stop** (a local business on Ulceby Road with key facilities for road users), as well as the potential damage to the Truck Stop’s business. It was felt by some respondents that journey times to and from the Ulceby Truck Stop would be extended.

3.4.18 Finally, the issue of **cycle lanes** were raised several times by respondents, suggesting the inclusion of cycle tracks and other provisions, for example from Habrough to the Killingholme villages or from Top Road to Habrough Road.

#### *Highways Agency Response to Comments Raised*

##### *The need for a new roundabout*

3.4.19 The proposed roundabout is significantly larger than the existing roundabout and therefore provides increased capacity for both A160 through traffic and for access to/from local roads. Traffic capacity assessments undertaken as part of the design process have shown that congestion is unlikely to occur on the approach to the proposed Habrough Road roundabout from the A160

eastbound when checked against forecast traffic flows in 2031, 15 years after the road is planned to open to traffic.

#### Traffic using local roads

- 3.4.20 The provision of a higher capacity roundabout, in addition to improvements to the traffic signals at Eastfield Road junction and layout of Manby Road roundabout / Rosper Road junction, is considered likely to reduce the desire for vehicles to leave the A160 to use local roads. It is considered that the existing speed and weight restrictions on local roads, supplemented by those being proposed as part of this Project, would further deter vehicles from using local roads.
- 3.4.21 Access must be retained from the A160 along Top Road and East Halton Road for HGVs to serve the Lancaster Approach Industrial Estate. An existing weight restriction is in place on Top Road to restrict HGVs making this movement except for access to Lancaster Approach, therefore directing other HGVs towards Eastfield Road and Rosper Road. This weight restriction would be extended to cover the new length of Top Road which would connect the new Habrough Road roundabout to East Halton Road to the north. It is considered that improvements to traffic signals at Eastfield Road being undertaken by North Lincolnshire Council (NLC) and the installation of the gyratory carriageway at Manby Road roundabout / Rosper Road would reduce the likelihood of HGVs making the disallowed movement from the A160 to Top Road.

#### Access to the Truck Stop and Poplar Farm

- 3.4.22 **Whilst Ulceby Truck Stop** have been consulted and are generally content with the Project proposals, consideration is being given to whether temporary or permanent signage from the trunk road can be introduced. This will be determined as part of the detailed design of the Project.
- 3.4.23 Journey times to and from the Ulceby Truck Stop may be slightly increased due to the entry of Ulceby Road being moved further along the A160 to Habrough Road roundabout. Entry back onto the highway network from Ulceby Road would be easier and safer than the current layout, resulting in less queuing time, which is considered likely to offset the slightly longer journey time.
- 3.4.24 Discussions have also been held with the developers of **Poplar Farm** regarding safety concerns in relation to the close proximity the existing private accesses to the proposed Habrough Road roundabout. Initial discussions have been held around closing the existing accesses and providing a new access further west at a safer distance from the roundabout.

#### Changes made to design proposals following consultation:

- Relocation of existing access to Poplar Farm further west to a safer distance from the new Habrough Road roundabout.

#### Access for non-motorised users

- 3.4.25 Access for NMUs has been considered across the Project. The design seeks to provide links between the adjacent local road network serving Ulceby Skitter, Habrough and North and South Killingholme. Access is also provided

to Humber and Lindsey Oil Refineries along Eastfield Road via Staple Road in South Killingholme.

- 3.4.26 Several of the existing footways are in poor condition and would be replaced with additional footways to improve NMU routes in the area.
- 3.4.27 In order to provide a crossing point between Habrough Road and the existing Top Road, a Toucan crossing (controlled by traffic signals) is now proposed. This would allow cyclists and pedestrians to cross the A160 dual carriageway at a location where the existing Top Road and Habrough Road would connect, and therefore representing the most direct crossing point. On the north side of the A160 the Toucan crossing would link to a new cycleway/footway to School Road. In the opposite direction, an improved footway would run westwards along the front of the row of houses on Ulceby Road. The route would continue along Ulceby Road as a cycleway/footway to reach a crossing point at the relocated access to Poplar Farm. At this location it is proposed that cyclists would join the road and pedestrians would use the new footway on the south side of Ulceby Road up to the Truck Stop. This is illustrated on the Engineering Drawings included within the application (document reference: TR010007/APP/23.5).

#### **Changes made to design proposals following consultation:**

- Improved facilities for pedestrians and cyclists between the Ulceby Truck Stop and South Killingholme.
- Provision of a signalised Toucan crossing of the A160 dual carriageway with connecting links to Top Road and Habrough Road for cyclists and pedestrians.

#### **Other Consultees – Comments and Responses Summary**

- 3.4.28 Humberside Police noted their support for the proposed new roundabout and closure of the existing junction between the A160 and Ulceby Road. They also support the re-alignment of Top Road further west of South Killingholme in relation to compliance with speed and weight restrictions in the area.

#### *Highways Agency Response to Comments Raised*

- 3.4.29 A meeting was held with Humberside Police during the consultation period. The introduction of a dual carriageway standard together with the provision of a more standard layout at Brocklesby interchange and the removal of the current junction with Ulceby Road were considered to represent significant benefits in terms of operational safety and network resilience during incidents. The frequency of incidents occurring was considered likely to be reduced in future as a result of these features of the Project. In the event of an incident, it would be likely to be more accessible, with less disruption to traffic whilst it is being cleared and the road returned to full capacity.

### 3.5 Area 3: Town Street road bridge

3.5.1 106 comments on Area 3 were received. Table 3.6 below demonstrates the number of comments received by each of the strands of consultation, a majority of which were from the local community (88%).

**Table 3.6: Area 3 Comments by Consultee Strand**

Consultee Strand	Count	%
Section 42 (Prescribed Consultees)	0	0.0%
Section 42 (Local Authorities)	2	1.9%
Section 42 (Land Interests)	10	9.4%
Section 47 (Local Community)	93	87.7%
Other Consultees	1	0.9%
<b>Total</b>	<b>106</b>	<b>100.0%</b>

3.5.2 Of all 219 questionnaires received (including those who did not provide written comment on Area 3), 78% stated they approved of the Town Street road bridge proposals. 54 respondents provided positive comments, noting the potential for safer access to both sides of the village.

- *“Gives safe access to both sides of the village.”*
- *“This should reduce potential for accidents when vehicles enter or leave South Killingholme across the existing dual carriageway.”*
- *“Much safer for cars and pedestrians.”*

3.5.3 Table 3.7 below outlines the range of issues raised by respondents. The majority of the issues were related to traffic flow (such as speed or traffic lights) as well as access for NMUs (in particular cyclists and equestrians) and a risk of increased traffic through the village.

**Table 3.7: Area 3 Issues Categorisation**

Area 3 (Town Street road bridge) Issue Categories	Count	%
Positive / neutral comment	54	36.0%
Traffic flow	15	10.0%
Non-Motorised Users	11	7.3%
Traffic through village	10	6.7%
Excessive spend	9	6.0%
Visual impact	7	4.7%
Access	7	4.7%
Road noise / vibration	6	4.0%
Effect on businesses	6	4.0%
Landscape / environment	5	3.3%

Area 3 (Town Street road bridge) Issue Categories	Count	%
Out of scope	5	3.3%
Anti-social behaviour	5	3.3%
Justification for the Project	2	1.3%
Property Devaluation	3	2.0%
Closure of lay-by	2	1.3%
HGV Parking	1	0.7%
Drainage	1	0.7%
Design Considerations	1	0.7%
<b>Total</b>	<b>150</b>	<b>100.0%</b>

### Section 42 – Comments and Responses Summary

- 3.5.4 NLC noted their interest in further discussing the **design in the Town Street area**, particularly Town Street (South). They state the merit of a detailed habitat survey. The Highways Agency has liaised continually with NLC as the Project has progressed. The approach to the ecological habitat surveys has been agreed with Natural England.
- 3.5.5 For those consultees with a land interest, **access to the village** was the most significant concern, along with potential **visual and noise / vibration impacts** to those living close to the proposed bridge. There are concerns from respondents regarding the **safety along Town Street (south)**, an also the **ability to access important services** such as the doctors or the post office would be reduced.
- *“The design will make the crossing of the present dual A160 safer; however the visual impact to nearby residential units will be severer.”*
  - *“I do not agree with closing the access into Town Street. This is our village access! And a bridge will be awful to look out on from our home and raises traffic noise issues!”*
  - *“The view from my house will be blocked by the overpass we will have no privacy, it will spoil evenings and weekends sitting on decking, etc.”*
- 3.5.6 There was also a worry by some business owners of the **effect of the closure of the lay-by** which lorry drivers would use to access the various takeaway / café businesses in the area. Concerns have previously been raised regarding **litter being left in the lay-by**.

#### Highways Agency Response to Comments Raised

##### Accessibility across the A160

- 3.5.7 Issues concerning journey times and accessibility of local services have been considered in line with NMU considerations. A pedestrian crossing to replicate the existing provision is not considered to be a safe solution to provide links between local residences and businesses, and would become less safe in the future as traffic flows on the A160 increase. Provision of a signalised pedestrian crossing in this location has been discounted as it would need to

be located close to the junctions of Town Street (north and south) with the A160, which is considered to present safety concerns.

- 3.5.8 The proposal to address the concerns is for a new bridge crossing that would ensure both sides of the village of South Killingholme are accessible for both NMUs and vehicles. This provision is also assisted by the addition of steps up the embankment, and a maximum gradient of 5% on the overbridge approaches.

#### Safety of Town Street (south)

- 3.5.9 Forward visibility for vehicles leaving the A160 westbound carriageway turning into Town Street south is impeded by an existing hedge and the boundary of an adjacent residential property. Visibility is also impeded for vehicles looking to turn out of Humber Road onto Town Street for the same reasons. It is not possible to provide adequate visibility and a compliant cross-section standard without encroaching on these physical constraints. This was raised as a safety concern in light of the traffic re-routing that would come from closing the central reserve gap and constructing the overpass as a replacement to the central reserve gap.
- 3.5.10 Following feedback received and a follow-up meeting with the owners of the property and their agent, it is now proposed to acquire some of the private garden in front of the property. This land would form part of the new highway verge and allow existing visibility obstructions to be cleared. This would also allow the standard minimum width of footway (2m) to be constructed along the full length of the improved Town Street south leading to the same provision along the new Town Street overbridge.

#### Effect of the closure of the lay-by

- 3.5.11 With regards to the closure of the lay-by, it is proposed to retain the existing lay-by on the eastbound A160, along with the addition of steps up the embankment of the new overbridge as detailed above. The lay-by would, however, be temporarily closed during the construction period. The issue of littering within the lay-by has been relayed to North Lincolnshire Council, who are responsible for litter collection in this location.

#### Changes made to design proposals following consultation:

- Existing lay-by to be retained on A160 eastbound between Town Street and Eastfield Road junctions.

#### Section 47 – Comments and Responses Summary

- 3.5.12 54 local community respondents provided comments that were either positive or demonstrated no issue with the proposed improvements at Town Street. These comments related to **improved safety as well as benefits to accessing both sides** of the village.
- *“As an overbridge would be beneficial to ease having to wait at lights amongst heavy vehicles to cross A160 to visit local shops.”*
  - *“It will keep the village united.”*
  - *“Fantastic as can still access village when travelling from Immingham but dangerous central reserve gap gone. Great for pedestrian access to*

*both sides as my children often go see friends on the other side of the carriageway.”*

- 3.5.13 There were also some queries about the **design specifics of the bridge**, including the height of the bridge (to allow tall vehicles to travel along the carriageway) and whether the bridge would be accessible only to light vehicles or to HGVs also.
- 3.5.14 One respondent agreed with the proposals and felt that the **closure of the lay-by is essential**.
- 3.5.15 A concern raised by local community respondents included reference to an **increase in traffic** and the potential associated **visual, noise, dust and vibration impacts** for local residents.
- *“By putting up a bridge you will create a rat run through South Killingholme people will use it to cut through the village and avoid the traffic at the roundabout.”*
  - *“Worried that the bridge may force more traffic into the village.”*
  - *“This would become the main access to and from the north side of the village making Town Street south a rat run for vehicles and not suitable for large amounts of traffic.”*
- 3.5.16 While many respondents provided positive comments around safer crossing and a *“much safer means of travelling between the two halves of Killingholme, not having to directly cross the two lanes of the A160”*, comments also reflected the need to further consider **NMUs**, and in particular equestrian and pedestrian access for the elderly.
- *“The extra distance and incline of the bridge particularly in winter would make this route almost (if not completely) impossible for some.”*
  - *“Ensure road surface is horse friendly as this will now be main route between the village.”*
  - *“My elderly neighbour who can just about walk to the post office would not be able to walk the gradient or length of the road bridge.”*
- 3.5.17 Comments were also received from residents in relation to the **safety of Woods Lane junction with Town Street**. The junction is located to the south of the A160 and currently is of a very poor standard with significantly reduced visibility to the left and right onto Town Street. The junction would be located directly opposite the proposed junction with the new Town Street road bridge, which was considered to worsen the current situation.
- 3.5.18 Finally, another concern raised was the potential for the bridge to **attract anti-social behaviour**. Respondents have expressed concern that the bridge would encourage vandalism, graffiti, street racing and throwing objects off the bridge into traffic.

#### *Highways Agency Response to Comments Raised*

##### *The design specifics of Town Street road bridge*

- 3.5.19 The carriageway cross-section and headroom beneath the new overbridge are designed in accordance with applicable design standards, and would not

permit loads higher than standard headroom. The existing weight restriction applied to Town Street would also be applied to the new overbridge.

#### Closure of the lay-by

3.5.20 As noted previously, it is now proposed to retain the existing A160 eastbound lay-by at Town Street. A review of personal injury accident data in this location does not suggest that the lay-by is likely to present a concern in terms of user safety in future. Furthermore, the area has a high percentage of HGV traffic and also suffers from illegal HGV parking. It is considered that removing this well used facility would exacerbate this existing problem.

#### Increases in traffic using Town Street and South Killingholme

3.5.21 It is considered unlikely that road users would use Town Street (south), the new bridge and South Killingholme as a cut through, as the distance travelled would exceed the distance travelled by using the new Habrough Road roundabout. As the speed restrictions imposed on the bridge, through South Killingholme and along Greengate Lane would be 30mph, this would also increase the journey time.

3.5.22 As Habrough Road roundabout has been designed to have a greater capacity, the amount of congestion would likely be reduced which would result in less queuing traffic, and therefore a reduced desire to use other routes.

#### Woods Lane/Town Street junction safety

3.5.23 Following further discussion with NLC, it is now proposed to improve Town Street between the A160 and the junction with Woods Lane. This would involve minor realignment to the east to provide significant improvements to the visibility available for vehicles wishing to turn out of Woods Lane.

#### Changes made to design proposals following consultation:

- Town Street to be re-aligned south of A160, including improvements to Humber Road and Woods Lane junctions.

#### NMU considerations

3.5.24 For NMUs, the length of the proposed link has been reduced as far as possible whilst ensuring sufficient headroom over the A160, and maximum approach gradients of 5%. To reduce the distance travelled to cross the bridge, steps up the embankment have been added on either side of the A160, which connect to public footways.

#### Changes made to design proposals following consultation:

- Provision of access steps to allow more direct use of Town Street bridge by able bodied pedestrians to link into a continuous footway to be provided on western side of the new Town Street overpass.

3.5.25 An equestrian parapet is proposed to be placed on both sides of the bridge which would allow mounted horses to cross. This proposal is being progressed instead of lower parapets and dismount blocks due to feedback received. The provision of the high sided equestrian parapet would go some way to discouraging antisocial behaviour in this location.

**Changes made to design proposals following consultation:**

- Higher parapets are also to be introduced for horse-riders to improve safety and avoid the need to dismount.

**Other Consultees – Comments and Responses Summary**

3.5.26 Humberside Police noted the limitations of the Eastfield Road junction with the A160, where the traffic light system currently allows vehicles to stack on Eastfield Road, encouraging the use of 'rat runs' or shortcuts in the area.  
Highways Agency Response to Comments Raised

*Highways Agency Response to Comments Raised*

3.5.27 It has been confirmed that the equipment within the road which control the effective flow of traffic at the existing Eastfield Road traffic lights have become damaged. Works to repair the fault are understood to be being undertaken separately by NLC as the relevant local highway authority. Therefore, these works are not part of the Project. Traffic capacity assessments estimate that once this is undertaken, the traffic lights should operate successfully in the current conditions and also with the Project in place when considering traffic forecasts in 2031, 15 years after the new road would open to traffic.

### 3.6 Area 4: Manby Road roundabout and Rosper Road

3.6.1 83 comments on Area 4 were received. Table 3.8 below demonstrates the number of comments received by each of the strands of consultation, a majority of which were from the local community (90%).

**Table 3.8: Area 4 Comments by Consultee Strand**

Consultee Strand	Count	%
Section 42 (Prescribed Consultees)	1	1.2%
Section 42 (Local Authorities)	2	2.4%
Section 42 (Land Interests)	4	4.8%
Section 47 (Local Community)	75	90.4%
Other Consultees	1	1.2%
<b>Total</b>	<b>83</b>	<b>100.0%</b>

3.6.2 Of all 219 questionnaires received (including those who did not provide written comment on Area 4) received, 87% stated they approved of the Manby Road roundabout and Rosper Road proposals. Several respondents provided positive comments, noting the benefits of reduced traffic congestion and easier traffic movements.

- *“The road design looks well designed and will reduce traffic congestion massively after work (4-6pm). This area is heavily congested by both cars and HGVs.”*
- *“Gyratory system will allow Rosper Road traffic to merge easier.”*
- *“Will make it much easier for traffic exiting Rosper Road at busy times.”*

3.6.3 Table 3.9 below outlines the range of issues raised. A majority of the issues were related to traffic flow (e.g. access and lane changes) as well as NMUs (in particular cyclists).

**Table 3.9: Area 4 Issues Categorisation**

Area 4 (Manby Rd Roundabout / Rosper Rd) Issue Categories	Count	%
Positive / neutral comment	52	57.1%
Traffic flow	14	15.4%
Justification for the Project	3	3.3%
Access	3	3.3%
Excessive spend	3	3.3%
Out of scope	3	3.3%
Non-Motorised Users	2	2.2%
Impacts on neighbouring villages	3	3.3%
Road noise / vibration	3	3.3%

Area 4 (Manby Rd Roundabout / Rosper Rd) Issue Categories	Count	%
Phillips 66 land use	1	1.1%
Landscape / environment	1	1.1%
Heritage	1	1.1%
Long overdue	2	2.2%
<b>Total</b>	<b>91</b>	<b>100.0%</b>

### Section 42 – Comments and Responses Summary

- 3.6.4 Natural England noted the close **proximity of the gyratory works at Manby Road and Rosper Road to the Rosper Pools Local Wildlife Site**, stating that the Environmental Impact Assessment (EIA) should include proposals for mitigation of any impacts and if appropriate, compensation measures.
- 3.6.5 NLC highlighted the issue of **congestion at the Rosper Road Junction** where it joins the A160, particularly at shift change from both refineries. The Highways Agency have liaised with NLC as the Project has progressed.
- 3.6.6 One concern of Phillips 66 was the proposed **closure of the central reserve gap at the refinery**, which would remove the ability to turn right across the central reserve to access into the refinery from the A160 westbound carriageway. This movement was considered to be important in terms of the movement of materials between the various parts of the refinery.
- 3.6.7 Humberside Fire and Rescue also noted the impact of the proposed gyratory system at the western entrance to the Port which redirects inbound port traffic along Rosper Road directly in front of **Immingham West Fire Station** and would have some effect upon emergency access to the road network for responding fire appliances.

#### *Highways Agency Response to Comments Raised*

##### Proximity of the works to Rosper Pools Local Wildlife Site

- 3.6.8 The Highways Agency have had direct discussions with Natural England since this response was received, taking on board the advice received.

##### Congestion at the Rosper Road Junction

- 3.6.9 The issue of capacity at Eastfield Road has been discussed and considered by both parties as well as the compatibility of the Rosper Road gyratory layout with a potential improvement to Rosper Road further north. Details have been shared with NLC.

##### Closure of the central reserve gap at the refinery

- 3.6.10 An alternative proposal has since been developed at the entrance to the refinery which allows right turns into the northern refinery site, but disallows right turns for A160 eastbound vehicles, and also the straight ahead movement which was deemed unsafe. The reconfiguration of this gap, as opposed to its full closure, is justified due to a lack of existing personal injury accidents in the area, and also its distance from any other areas of conflicting traffic.

### Changes made to design proposals following consultation:

- The existing central reserve gap between Eastfield Road junction and Manby Road roundabout is to be re-configured to allow right-turns from A160 westbound into the northern part of the Humber Oil Refinery, but restrict all other movements.

#### Access to Immingham West Fire Station

3.6.11 An option to provide temporary traffic signals to hold back traffic on the gyratory and allow emergency vehicles to turn left out of the fire station onto Rosper Road is being progressed with NLC as the local highway authority.

### Section 47 – Comments and Responses Summary

3.6.12 A number of comments were made around the effect of the proposed improvements on **traffic flow**, especially due to high levels of traffic at peak times:

- *“Require clarity of vehicle flow at [the Rosper Road Gyratory System]. Will traffic from A160 have right turn priority as this will be a busy junction at peak times and traffic could quickly build back to roundabout.”*
- *“I think that all that will happen is the traffic will get to this bottle neck quicker. At certain times of day you cannot enter the roundabout from A160 because of the volume of traffic coming from the A1173.”*

3.6.13 There were also several comments on the **ease of use of the gyratory system**. Whilst some felt the system looked complicated, others felt building another rail bridge would be an unnecessary expense:

- *“I am not wholly convinced that the new system will be followed and understand by all road users.”*
- *“The gyratory system looks a palaver for Eastbound traffic but I assume you have run computer simulations of traffic flow and found it to be the best solution.”*
- *“The docks have access from the SE direction the other side of Immingham so high sided vehicles could exit through there. No need to add cost of another bridge.”*

3.6.14 The issue of **provision for cyclists** was also raised. Respondents suggested the need for cycle lanes down Manby Road to the Port entrance, noting that this road is very busy (often with HGV traffic) and that cyclist safety should be considered.

### *Highways Agency Response to Comments Raised*

#### Use of the gyratory system

- 3.6.15 With regards to traffic flow, the vehicles turning right onto Rosper Road do not have priority over the vehicles travelling down Rosper Road as this is a free flow merge. This means that vehicles travelling along Rosper Road would be in the nearside lane and the vehicles merging onto Rosper Road from the new link would join in the offside lane. The vehicles would then weave to change lanes as required and either turn right or left at the junction with Humber Road.
- 3.6.16 Assessment work using forecast traffic flows has shown that the proposed roundabout should not be congested in 2031 (15 years from opening). This assessment work considered all approaches to Manby Road roundabout.
- 3.6.17 Clear signage and lane markings will be implemented at detailed design stage to ensure that the new gyratory system is clearly understood and adhered to.
- 3.6.18 The new rail bridge is not intended for use by abnormal vehicles, it is instead proposed to facilitate traffic flows using the new dual carriageway provision from Brocklesby interchange. Failure to install the additional lanes by means of the new bridge in this location would result in congestion as eastbound traffic is funnelled from two lanes down to one, upon existing Manby Road roundabout towards the port as per the existing situation.

#### Provision for NMUs

- 3.6.19 NMUs have been considered. Existing footways and uncontrolled crossing points at Manby Road roundabout are currently in poor condition and would be improved where required. A new footway is to be constructed alongside the section of the new gyratory system between Manby Road roundabout and Rosper Road, however a 3m surfaced footway has been allowed for in the design to facilitate upgrade to a combined footway / cycleway in the future should local authority aspirations for adjacent facilities on Manby Road and Rosper Road be implemented.

#### **Changes made to design proposals following consultation:**

- Provision of a 3m surfaced footway alongside the new link road between Manby Road roundabout and Rosper Road. This would allow potential conversion to a cycleway by NLC in future.

#### **Other Consultees – Comments and Responses Summary**

- 3.6.20 VOSA have highlighted their need for a **raised observation platform for police and enforcement vehicles** for westbound traffic exiting the Port.

#### *Highways Agency Response to Comments Raised*

- 3.6.21 This has not been incorporated into the design as a safe location has not been identified.

### 3.7 Other Comments and Responses

3.7.1 Questionnaire respondents were asked “to provide any further comments or suggestions” (Question 14). Comments received in any other forms, notably letter or email, were also considered within this category unless specific areas were noted. When considering these comments, it was clear that issues reflected, and often repeated the concerns that were raised on an area-by-area basis.

3.7.2 127 other comments were received. Table 3.10 provides an outline of the number of comments received by each of the strands of consultation, a majority of which were from the Local Community (65%). As mentioned previously, of the 219 questionnaire respondents (including those who did not provide written comments), 198 agreed with the overall proposal (90%). This is further exemplified by a number of positive comments:

- *“Much needed improvements and should increase the quality of travel in the local area.”*
- *“A sensible construction it removes a bottleneck from an important port.”*
- *“I think this project will encourage more business into the area and thus lead to more jobs and prosperity. Fully support the scheme!!”*

**Table 3.10: Comments by Consultee Strand**

<b>Consultee Strand</b>	<b>Count</b>	<b>%</b>
Section 42 (Prescribed Consultees)	13	10.2%
Section 42 (Local Authorities)	8	6.3%
Section 42 (Land Interests)	14	11.0%
Section 47 (Local Community)	83	65.4%
Other Consultees	9	7.1%
<b><i>Total</i></b>	<b><i>127</i></b>	<b><i>100.0%</i></b>

3.7.3 Table 3.11 outlines the range of issues raised by respondents. Three key overriding concerns were identified:

- Safety and provisions for NMUs.
- Traffic-flow related issues.
- Impacts of the proposed improvements on neighbouring villages.

3.7.4 More detail is provided below for each strand of consultee.

**Table 3.11 Other Comments - Issues Categorisation**

<b>Other Comments – Issue Categories</b>	<b>Count</b>	<b>%</b>
Positive / neutral comment	38	20.7%
Non-Motorised Users	18	9.8%
Traffic flow	17	9.2%
Impacts on neighbouring villages	14	7.6%
Out of scope	13	7.1%
Landscape / environment	10	5.4%
Long overdue	10	5.4%
Traffic congestion	9	4.9%
Road noise / vibration	8	4.3%
Construction matters	5	2.7%
Access	5	2.7%
Weight restrictions	7	3.8%
Effect on businesses	5	2.7%
Excessive spend	5	2.7%
Property devaluation	3	1.6%
Parking facilities	4	2.2%
Habitats	3	1.6%
Water mains / sewers	2	1.1%
Heritage assets	2	1.1%
Justification for the Project	1	0.5%
Drainage	1	0.5%
Anti-social behaviour	1	0.5%
HGVs parking	1	0.5%
Air quality	1	0.5%
Quality of consultation	1	0.5%
<b>Total</b>	<b>184</b>	<b>100.0%</b>

## Section 42 – Comments and Responses Summary

- 3.7.5 A broad overview of c is given in this sub-section. Section 42 consultees have largely given specific and detailed comments which have led to further assessment of the issue or engagement with the relevant consultee.
- 3.7.6 **North Lincolnshire Council** provided their strong support for the proposal in that *“the South Humber Gateway is a central part of the Core Strategy for North Lincolnshire and the improvements to the A160 is vital in making sure this happens”*.
- 3.7.7 NLC and NELC, who have been engaged regularly inside and outside of the formal consultation period, noted some considerations to take into account relating to **environmental or landscape issues**.
- 3.7.8 **Natural England** provided advice in relation to undertaking the EIA. The comments raised were in relation to ecological aspects, internationally and nationally designated sites, regionally and locally important sites, protected species, designated landscapes and landscape character, access and recreation, soil and agricultural land quality, air quality, and road drainage and the water environment. Natural England also highlighted that they would welcome being consulted in the development of a Construction Environmental Management Plan (CEMP).
- 3.7.9 **English Heritage** provided comments relating to the setting of heritage assets and referred back to their comments on the EIA Scoping Report when this was issued by the Planning Inspectorate in February 2013. The EIA Scoping Report had previously been issued for consultation to facilitate the preparation of the Environmental Statement under Regulation 9 of the Infrastructure Planning (Environmental Impact Assessment) Regulations 2009.
- 3.7.10 The **Environment Agency** confirmed they had no further comments to add to those made to the Planning Inspectorate during consultation on the EIA Scoping Report in February 2013.
- 3.7.11 Other issues noted revolve around **statutory undertakers’ infrastructure** which lies within the boundary of the Project (such as water / wastewater infrastructure or electricity transmission lines and other pipelines) which need to be considered as part of the detailed proposals
- 3.7.12 Other comments raised by NLC and NELC referred to **construction considerations** which are being considered as part of ongoing engagement.
- 3.7.13 Respondents with land interests re-iterated their concerns over the potential impacts that the Project may have on their surroundings, in particular that **traffic could increase through villages**, including the associated **potential landscape and noise impacts** as well as the potential risk of **property devaluation**:
- *“Although we are double glazed the amount of traffic is very noisy. We have our house up for sale and we have had to reduce by [redacted] this is due to in some part of the road being done.”*
  - *“We are deeply concerned that the Town Street bridge will devalue our property. This property is all we have and what we work full time to live in and maintain. It is extremely distressing to know that you are working*

*full time for effectively less. We believe this bridge will make our property unsellable in the future.”*

- *“I am concerned that the South part of South Killingholme from Eastfield Road to Faulding Lane will be used as more of a rat run than it is already.”*

### *Highways Agency Response to Comments Raised*

#### **Environmental or landscape issues**

3.7.14 The EIA has included a landscape and visual impact assessment, and landscape planting has been included in the Environmental Masterplan within the Environmental Statement (document reference: TR010007/APP/14a) to ensure that the Project would integrate into the local landscape character, and that adverse impacts on views would be minimised. Photomontages presented within the Environmental Statement show the impact on views in the surrounding area.

#### **Responses to Environmental Bodies**

3.7.15 Natural England, English Heritage and the Environment Agency had all previously provided comments on the EIA Scoping Report and these comments can be found in the Scoping Opinion (document reference: TR010007/APP/14b).

3.7.16 Natural England’s advice has been discussed with them directly through their discretionary advice service since the consultation response was received and this has influenced the Environmental Statement (document reference: TR010007/APP/14a). Natural England will be engaged in the development of the relevant sections of the CEMP.

3.7.17 The assessment of the impact on the setting of heritage assets has been completed and is available in the Environmental Statement (TR010007/APP/14a).

3.7.18 The Environment Agency have been engaged regularly during the pre-application stage and this will continue as the project progresses.

3.7.19 Natural England, English Heritage and the Environment Agency have been contacted to consider whether they may have specific requirements to be included within the DCO.

#### **Statutory undertakers’ infrastructure**

3.7.20 Statutory undertakers with utilities affected by the Project have been consulted to understand the impacts on their equipment. In certain locations, where significant utilities are to be affected by the Project, such as where new dual carriageway would cross several gas transmission pipelines near to Habrough Road roundabout, the Highways Agency have engaged directly with the utility operators. The Highways Agency proposes either to divert utilities where necessary or carry out protection works and further engagement will continue as the Project progresses.

#### **Construction considerations**

3.7.21 An assessment of the impact of construction is considered for each topic within the Environmental Statement based on preliminary assumptions in relation to the likely construction phasing, work durations, traffic management

and likely construction equipment to be used. Further details are yet to be fully determined. The relevant highway authorities will be consulted further on the proposed traffic management strategy as the Project progresses to ensure impacts on the local network are understood and considered acceptable.

#### Traffic flows through villages, landscape and noise impacts

- 3.7.22 As the new Habrough Road roundabout would be larger, with increased capacity, the amount of congestion would be reduced, resulting in less queuing traffic, and therefore a reduced desire to use other routes through villages.
- 3.7.23 Landscape and noise impact assessments have been completed and are included within the Environmental Statement (document reference TR010007/APP/14a).

#### Property devaluation

- 3.7.24 With regards to property devaluation, the Highways Agency will compensate landowners using the national compensation code.

### Section 47 – Comments and Responses Summary

- 3.7.25 Several comments have been received relating to **existing facilities for cyclists and a desire to use the A160 as a route in future**, predominantly for commuting journeys to and from the work place, and that this demand is likely to increase if other planned developments occur in the area. This is another issue which was often put forwards on an area-by-area basis. Although comments suggest cycling provisions in a range of locations across the Project area, the majority deal with provisions for cyclists from Eastfield Road to Manby Road.
- *“Could a cycle path be added on both sides of the A160 from Ulceby to Rosper Road and along Manby Road?”*
  - *“Please add a safe cycle lane from Ulceby to the Port of Immingham.”*
  - *“Except Area 1 make provisions for cyclist very dangerous road for cyclist leisure and cycling to work as I know from experience.”*
  - *“As a regular user of these roads, more specifically the Manby road roundabout, as a cyclist any dedicated lane would be of a real benefit.”*
- 3.7.26 Local community respondents also used the questionnaire to re-iterate any critical issues which also reflect concerns about the potential impacts of the improvements on the area. Some of the key issues which are emphasised include **potential traffic increases and congestion**. Some examples can be found below, detail on how these comments have been addressed can be found in Appendix F.
- *“Habrough Road roundabout needs further development for Ulceby Road access. It is already horrendous for getting on to A160 due to trucks from truck stop on a single carriageway, I think the roundabout may end up getting just as backed up.”*
  - *“The plans overall are good, however Killingholme docks are very high volume for domestic and international traffic and I envisage more congestion during peak periods on the approach roads.”*

- *“The amount of lorries parked in every available road, lay-by and business premises between South Killingholme and Immingham proves there is already inadequate parking facilities on the docks.”*

3.7.27 **Potential impacts on neighbouring villages** were also re-emphasised as an important consideration. Often associated with an increase in traffic or journey times in villages such as Ulceby and South Killingholme, there have been some concerns that the needs of residents have not fully been appreciated.

- *“Inconvenience - one cannot get in and out of ones driveway for a constant stream of lorries when they are diverted through the village. Please can you reassure the residents of Ulceby,”*
- *“We are concerned about the amount of traffic that will be re-directed through [Ulceby]. [...] When traffic is re-directed the house shakes as lorries pass at speed, it is noisy and stressful.”*
- *“Please consider the needs of Ulceby residents to be able to join free flowing traffic as opposed to competing with it. A visit to our train station (Skitter) at peak times is not only astonishing but entertaining and at rush hour quite frustrating. This in turn adds to severe congestion at junction or proposed roundabout.”*
- *“Main concern is possible extra traffic from Eastfield Road to East Halton through North Killingholme creating a "Rat Run" situation. Road through North Killingholme (Church lane) is narrow and is not made for heavy traffic. This would ruin the quiet aspect of the village.”*

#### Highways Agency Response to Comments Raised

##### Facilities for NMUs, particularly cyclists

3.7.28 The Highways Agency is applying recent policy guidance set out in the Department for Transport's “Briefing on the government's ambition for cycling” paper published on 12 August 2013 which sets out the aim of “cycle-proofing” roads. For the strategic road network cycle-proofing means making greater provision for cycling by correcting historic problems, retrofitting the latest solutions and ensuring it is easy and safe for cyclists to use junctions.

3.7.29 The above is evidenced already in the current design proposals, which include improved cycleway/footways between Ulceby Truck Stop and South Killingholme, as well interconnecting links between Top Road and Habrough Road via a new toucan crossing of the realigned A160 dual carriageway. It is also proposed to include a 3m surfaced footway between Manby Road roundabout and Rosper Road along the new northerly link road as part of the Rosper Road gyratory. This is proposed to allow conversion to a cycleway as part of potential future improvements to the adjacent network made by NLC and NELC.

3.7.30 All these features have been implemented as a result of feedback from the consultation. In further response to the feedback received, a feasibility study is being undertaken to consider the potential for additional facilities for cyclists alongside and separated from the existing A160 between Eastfield Road junction and Manby Road roundabout. This study will consider the safety, buildability, environmental effects and cost. It is noted that this facility is not currently proposed due to the engineering difficulty and cost associated with

the relocation of recently installed lighting columns and electrical cabinets, road signs, safety barriers and utility equipment. Safety is also a concern as sections of a cycle track would be required to run adjacent to existing ditches, which may be hazardous. Any route would run close to live traffic, and would also require cyclists to cross existing accesses to and from the A160 which could lead to conflict with vehicles.

- 3.7.31 Ensuring the route between South Killingholme and Manby Road roundabout is adequately cycle-proofed is a key concern of NLC and NELC with their aspirations for a wider sustainable transport network. The feasibility study is planned to be completed by early 2014, when findings will be reported back to NLC and NELC. If feasible, a decision will be taken in advance of the formal examination process on whether to implement the improved facilities as part of the Project, or whether alternative funding needs to be sought to either deliver improvements separately but concurrently with the Project, or subsequent to the Project. Any future proposal to include improved facilities would lie within the Development Consent Order (DCO) boundary and would not require land beyond the existing highway boundary. Consideration will be given to any impacts on the information submitted previously as part of the application.

#### Traffic congestion on local roads and impacts on adjacent villages

- 3.7.32 The Project would improve the flow of traffic between the A180 and the A160 by upgrading the A160 to dual carriageway, thereby increasing the capacity of the network. Upgrading of Habrough Road roundabout and the introduction of the two-lane gyratory at Manby Road roundabout / Rosper Road gyratory would also add capacity to allow the traffic to flow more freely through both junctions, reducing in congestion and queuing times. It is understood that the traffic signals at Eastfield Road junction are to be repaired by NLC. Based on all of these improvements, the desire to use local roads as alternative routes is considered to be reduced.
- 3.7.33 Traffic capacity assessments have been undertaken as part of the development of the design which show that congestion should not occur on the approach to the proposed Habrough Road roundabout from the A160 eastbound. These assessments have been checked against modelled traffic flows forecast to occur in 2031, 15 years after the new road would open to traffic. The assessments consider peak traffic flows based on recent survey data and growth factors applied to estimate the flow in the future.
- 3.7.34 In relation to Ulceby Road, this is required to be used as a signed diversion route in the event that the A180 is closed for maintenance or if an accident occurs. The improvements to the A160 as part of the Project, particularly the improvement of Brocklesby interchange and removal of Ulceby Road junction would significantly reduce the likelihood of incidents on the A160 causing traffic to use alternative routes via local roads. Furthermore, the proposal to widen the A160 to dual carriageway would increase the resilience of the network, meaning that traffic is more likely to be able to flow on the A160 in an incident or during maintenance works on the A160. This would also ensure that access for emergency services is improved to reduce the time it would take to react to an incident and restore full capacity to the road.

- 3.7.35 The Project would improve traffic flows and reduce journey times on the A160, therefore reducing the desire for Ulceby Road to be used as an alternative route linking A180 and A160. The forecast traffic flows along Ulceby Road are estimated to remain similar to if the Project were not to be built, therefore this issue is not considered to be worsened by this project.
- 3.7.36 Ulceby Road is part of the local road network maintained by NLC, who are seeking to better understand the issue through traffic surveys to consider where improvements, such as speed restrictions, could be made.
- 3.7.37 In relation to illegal parking by HGVs, the Project proposes to retain the existing lay-by on the A160 eastbound carriageway close to Town Street as it is considered that this can be safely used and maintained. It is also noted that the Immingham Truck Stop has now re-opened, and the vacant car dealership at the Eastfield Road junction which was being used for illegal parking, has now been secured by the local authority.

#### Other Consultees – Comments and Responses Summary

- 3.7.38 Other consultees provided a range of comments. Largely, these demonstrated an **overall approval for the proposals** with a small number of requirements, recommendations or concerns.
- 3.7.39 For example, the Royal Society for the Protection of Birds (RSPB) and the Lincolnshire Wildlife Trust provided **recommendations for surveys** in relation to the EIA Scoping Report. The Highways Agency has had discussions with Natural England, ensuring that habitat surveys were completed as part of the EIA.
- 3.7.40 Finally, VOSA have also noted a concern with regards to the **exit of one of their enforcement check sites**. A review of visibility standards and historic data has confirmed that this is an acceptable provision, with no accident record. There are therefore no proposals to reconfigure the exit.

## 4 Land Requirements Consultation

### 4.1 Overview

- 4.1.1 Consultees were asked to provide any comments on the proposals for temporary and permanent land requirements.
- 4.1.2 33 comments were received by letter or email. Several calls were also received in relation to the Land Requirements Consultation, most often with requests for further information; which were responded to directly and have not been included within the consultation report. Table 4.1 below provides an outline of the number of comments received by each of the strands of consultation, a majority of which were from the Land Interests and Prescribed Consultees.

**Table 4.1: Land Requirements Comments by Consultee Strand**

Consultee Strand	Count	%
Section 42 (Prescribed Consultees)	10	30.3%
Section 42 (Local Authorities)	7	21.2%
Section 42 (Land Interests)	13	39.4%
Section 47 (Local Community)	3	9.1%
Other Consultees	0	0%
<b>Total</b>	<b>33</b>	<b>100%</b>

- 4.1.3 Table 4.2 provides a categorisation of the issues relating to the temporary and permanent land requirements presented in the consultation materials. A majority of the issues related to detailed design considerations such as fencing and hedging, issues of land access, ownership and landscaping considerations. Other comments related to non-motorised user (NMU) access, drainage and construction queries.
- 4.1.4 Further detail and regard had to each comment received can be found in Appendix I.

**Table 4.2: Land Requirements Issues Categorisation**

Land Requirements Consultation Issue Categories	Count	%
Detailed design considerations	17	16.2%
Landscape / environment	16	15.2%
Land access	15	14.3%
Ownership & maintenance	13	12.4%
Construction	10	9.5%
Positive / neutral comments	9	8.6%
Drainage	9	8.6%
Statutory Undertaker issue	5	4.7%

Working times and programme	3	2.9%
Non-motorised users	2	1.9%
Parking facilities	2	1.9%
Town Street	1	0.95%
Road noise	1	0.95%
Road users	1	0.95%
Street lighting	1	0.95%
<b>Total</b>	<b>105</b>	<b>100%</b>

### Section 42 – Comments and Responses Summary

- 4.1.5 **Natural England** confirmed that they had no specific advice at this stage regarding the land requirements and that their advice issued in response to the Design Proposals Consultation remains valid.
- 4.1.6 **English Heritage** confirmed that they had no detailed comments to make but recommended the Local Historic Environment Team at North Lincolnshire Council (NLC) were consulted with regard to potential implications of the land requirements and impact upon non designated archaeology.
- 4.1.7 The **Environment Agency** commented that the Highways Agency would need to enter into an agreement to allow temporary use a parcel of their land.
- 4.1.8 The issues arising most often related to **land access and ownership and maintenance**. The North East Lindsey Drainage Board (NELDB) for example requested the need for better access to clean and maintain ditches on Rosper Road.
- 4.1.9 Network Rail provided comment regarding the ownership of the new railway bridge as part of the Rosper Road gyratory. The information presented within the consultation suggested that the land below the new bridge on which the road would sit would be acquired permanently to form the new road, with Network Rail owning only the structure which carries the railway.
- 4.1.10 Other comments were received from Anglian Water with regards to **equipment rights**.
- 4.1.11 Generally, the comments from the local authorities were to state that they had no further comments or acceptance of further information. NLC provided a more detailed response, requesting more information on **planned limits of adoption**.
- 4.1.12 NLC also commented on the potential **impact on cultural heritage and archaeology** arising from the temporary land requirements and provided recommendations for initial survey works in these areas to be undertaken in order to inform the EIA.
- 4.1.13 **Land access** was an important concern for consultees with land interests. Several consultees requested further information on the **impact of works on property and access**. Some concerns were raised by the relevant land interests regarding the standard (i.e. width, surfacing type) and **security of**

**the shared use access track running from Habrough Road** along the southern boundary of the improved A160.

- 4.1.14 **Land drainage** has also been identified as a concern to consultees with a land interest, and in particular those that farm the land adjacent to the A160.
- 4.1.15 Several queries were also received in relation to **landscaping**, particularly in the areas around the new Habrough Road roundabout.

*Highways Agency Response to Comments Raised*

**Temporary use of Environment Agency land**

- 4.1.16 The purpose of using a parcel of the Environment Agency's land temporarily is to provide access the eastern side of the wide drainage ditch across the existing access into the Rosper Pools. No physical work would be completed on this area of land. This will allow access to the land immediately to the south to construct the outfall from the drainage pond into the ditch running along the eastern side of Rosper Road.

**NELDB maintenance access**

- 4.1.17 A meeting was held with NELDB at which this was discussed. The potential to improve access will be considered further through ongoing engagement with NELDB and any additional works are proposed to be undertaken by NELDB using their existing powers under the Land Drainage Act 1991 rather than by the Highways Agency through the Development Consent Order (DCO).

**Network Rail Land / Structure Ownership**

- 4.1.18 The land plans included within the DCO application have been updated to reflect the requests of Network Rail, with ownership of the land on which the bridge sits remaining within the ownership of Network Rail, with rights introduced to allow the new road to pass beneath.

**NLC highway adoption boundary**

- 4.1.19 The Highways Agency provided plans which highlighted the proposed boundary between trunk road (maintainable by the Highways Agency) and local roads (maintainable by NLC), as shown on the Streets, Rights of Way and Access Plans included within the application (document reference: TR010007/APP/21.1). NLC have since responded confirming their agreement to these plans.

**Impact on cultural heritage and archaeology**

- 4.1.20 There are a number of temporary land take areas which have not been targeted for archaeological evaluation due to the timescales for the DCO submission. However, the results in adjacent areas have been taken into account when considering these areas to date. Recommendations have also been made in the Environmental Statement for strip, map and sample investigations in targeted areas prior to works commencing in these areas.

**Land access and drainage**

- 4.1.21 The Highways Agency have been engaging consultees to understand access issues and put forward the most appropriate solution. Changes have been made to the proposals as a result, to include additional private accesses or to relocate accesses to better locations. These changes are shown within the

Streets, Rights of Way and Access Plans included within the application (document reference: TR010007/APP/21.1).

- 4.1.22 Following consultation, the land drainage strategy has been reviewed and minor amendments have been made. For example, ditch depths have been increased slightly in some areas so that any existing buried land drainage would be more likely to be intercepted. Also, where possible, new intercepting land drains have been located on land that would be used temporarily and returned to the original owner. This has been implemented at the request of several land interests to allow them to maintain this drainage more easily.
- 4.1.23 The proposals have been amended to narrow the access track running from Habrough Road along the southern boundary of the improved A160. This would reduce the risk of inappropriate use such as fly-tipping or overnight parking. The overall width provided would ensure that it would be passable by larger agricultural vehicles and passing bays have now been introduced at appropriate locations as illustrated on the Engineering Drawings included within the application (document reference: TR010007/APP/21.1). The track would be gated, and locking systems would be implemented that would be usable by all parties who are to use the track.

#### **Landscaping proposals**

- 4.1.24 The proposed landscaping design is included within the Environmental Statement (document reference: TR010007/14a). The Project seeks to retain as much vegetation as possible, as well as introducing new landscaping where considered appropriate. It is proposed to retain as much of the existing vegetation as possible that exists between the current A160 and Ulceby Road, Top Road and School Road. It is also proposed to provide new clusters of individual trees within grassed areas (similar to the existing) in the new land areas created between Ulceby Road and the A160/Habrough Roundabout.

#### **Section 47 – Comments and Responses Summary**

- 4.1.25 Three comments were provided by the local community, including matters relating to potential traffic, safety, noise and landscape issues.

#### *Highways Agency Response to Comments Raised*

- 4.1.26 As part of the Environmental Impact Assessment (EIA), several measures have been taken to mitigate the noise and landscape concerns raised. For example, the noise assessment has assumed that new or altered sections of carriageway would be constructed using a “low noise” surfacing. Similarly, trees and other landscaping have been considered - details of the proposed landscaping design are shown on the environmental masterplan within the Environmental Statement (document reference: TR010007/APP/14a).

## 5 Conclusions

### 5.1 Summary of Key Issues and Outcomes

- 5.1.1 Feedback received clearly demonstrates that there is overall support for the proposed improvements, with 90% of questionnaire respondents agreeing with the overall proposal. Positive comments especially revolved around improved road safety and access.
- 5.1.2 There were also some notable issues which have been taken into account and addressed where possible. The most commonly mentioned issues related to access for non-motorised users, traffic flow and impacts on neighbouring villages.
- 5.1.3 The main changes made to the Project proposals as a result of the comments received during consultation are shown on Figure 6 and listed below:

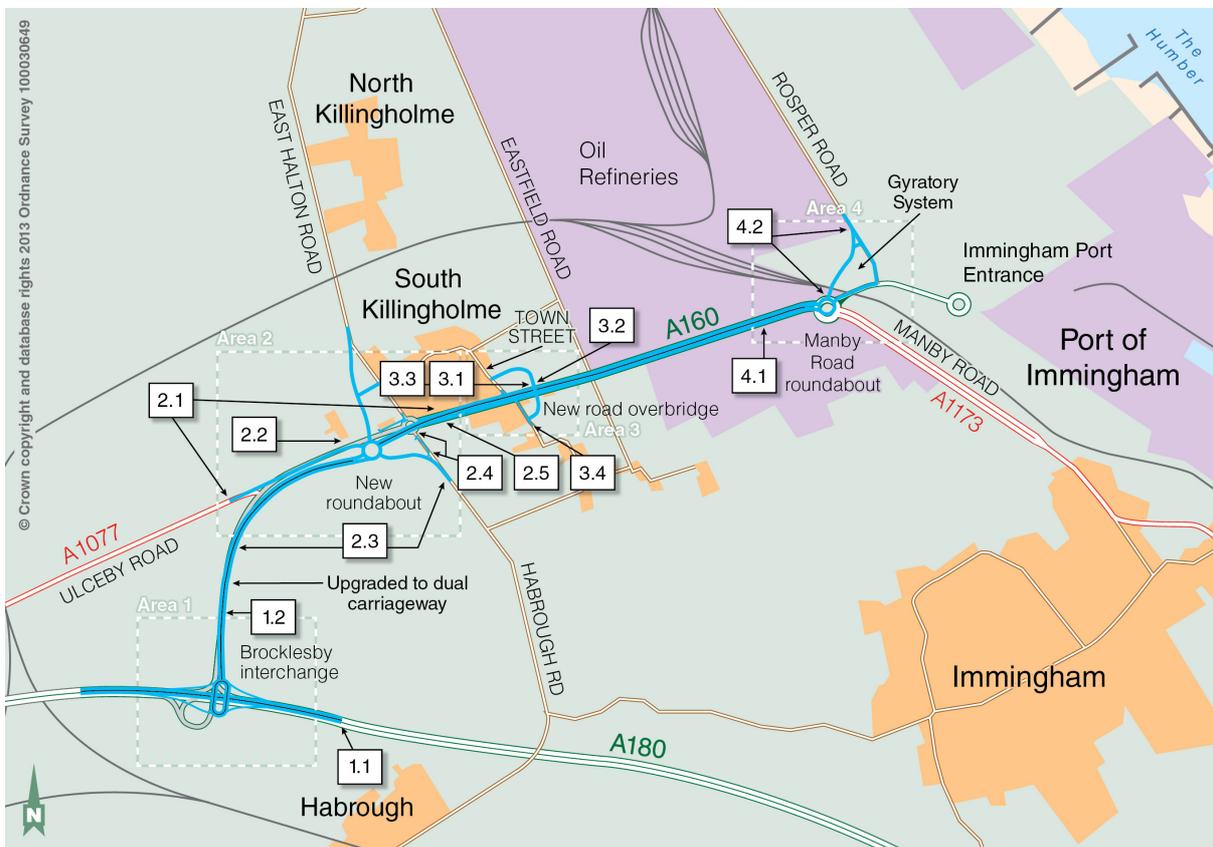


Figure 6: Overview of changes to proposals following consultation

### Area 1: Brocklesby interchange

- 1.1 Existing lay-by to be closed on the A180 westbound approach to Brocklesby interchange for safety reasons.
- 1.2 Existing lay-by to be closed on the A160 southbound approach to Brocklesby interchange for safety reasons.

### Area 2: Habrough Road roundabout

- 2.1 Improved facilities for pedestrians and cyclists between the Ulceby Truck Stop and South Killingholme.
- 2.2 Relocation of existing access to Poplar Farm further west to a safer distance from the new Habrough Road roundabout.
- 2.3 Introduction of a new shared use access track running from Habrough Road along the southern side of the improved A160 to replace access to land currently gained directly from the existing A160.
- 2.4 Provision of a signalised Toucan crossing of the A160 dual carriageway with connecting links to Top Road and Habrough Road for cyclists and pedestrians.
- 2.5 Small retaining wall introduced to avoid taking land from private business / residence to the south of the A160 and to minimise loss of existing landscape planting which currently screens the views of the road.

### Area 3: Town Street road bridge;

- 3.1 Provision of access steps to allow more direct use of Town Street bridge by able bodied pedestrians to link into a continuous footway to be provided on the western side of the new Town Street overpass.
- 3.2 Existing lay-by to be retained on A160 eastbound between Town Street and Eastfield Road junctions.
- 3.3 Higher parapets are to be introduced for horse-riders to improve safety and avoid the need to dismount.
- 3.4 Town Street to be improved south of A160, including improvements to Humber Road and Woods Lane junctions.

### Area 4: Manby Road roundabout and Rosper Road

- 4.1 The existing central reserve gap between Eastfield Road junction and Manby Road roundabout is to be re-configured to allow right-turns from A160 westbound into the northern part of the Humber Oil Refinery, but restrict all other movements.
- 4.2 Provision of a 3m surfaced footway alongside the new link road between Manby Road roundabout and Rosper Road. This would allow potential conversion to a cycleway by NLC in future.

## 5.2 Next Steps

5.2.1 During consultation the Highways Agency has encouraged two-way dialogue in order to understand the concerns and issues perceived by statutory consultees and the local community. The Highways agency has considered all of the comments received in developing the Project proposals.



**Figure 7: DCO process for nationally significant infrastructure projects**

5.2.2 Figure 7 above outlines the following stages of the Development Consent Order (DCO) process in which the Planning Inspectorate examine the proposals and make a recommendation to the Secretary of State who will ultimately issue a decision for approval / disapproval of the Project. It is important to note that during this process, there will be further opportunities for representations to be made on the Project proposals.

5.2.3 If the DCO is made, it is estimated that the construction works would commence in spring/summer 2015 and that the improved road would open in autumn 2016.